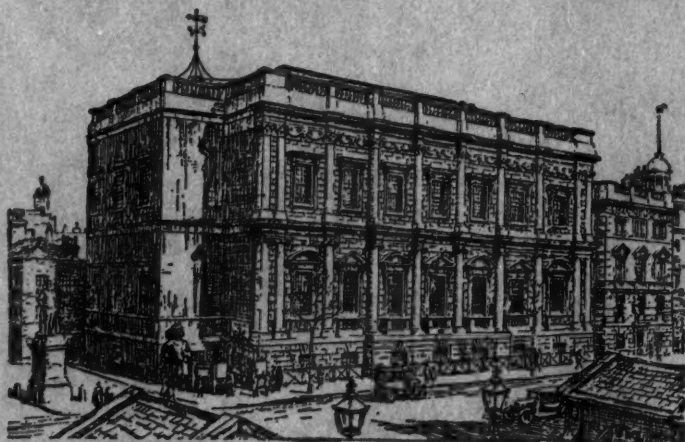


AUGUST 1941



JOURNAL



Royal United Service Institution

WHITEHALL, LONDON, S.W.1

ALL RIGHTS
RESERVED

PUBLISHED
QUARTERLY

Price Seven Shillings and Sixpence

Advertising Manager

H. CLAYTON, 150 STRAND, W.C.2.

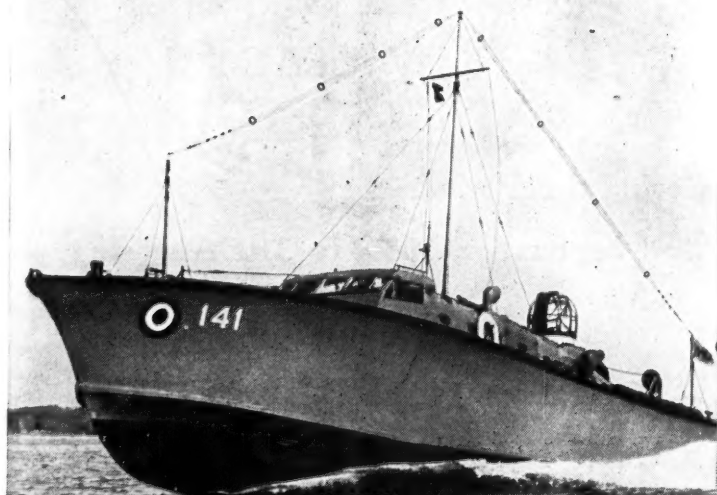
Telephone: Temple Bar 3966



PIONEERS OF
SAFE AIRCRAFT

WESTLAND AIRCRAFT LIMITED

*"... but the Pilots
are known to be safe"*



A NEW BRITISH
POWER BOAT
63 ft. R.A.F. OCEAN-GOING RESCUE CRAFT



THE BRITISH POWER BOAT COMPANY LTD.

Constructors of Scott-Paine Craft

R. U. S. I.
WAR DIARY
VOL. I

NOW READY

Covering the Period—

3rd September, 1939, to 31st August, 1940

With Map showing
Operations of the B.E.F. in Belgium
and Northern France—May, 1940

Price, 2s. 6d.; Postage, 3d.



*In Home
Waters*

The **SHORT
SUNDERLAND**

SHORT BROTHERS

*Builders of Britain's Warships
for over 200 years*

Destroyers, Motor Torpedo Boats, and other
Warships, Passenger Vessels, Yachts, High-
speed Craft, Lifeboats, Firefloats, Launches,
and other Small Craft, Land and Marine
Boilers and Oil Fuel Installations.

SAMUEL WHITE

J. SAMUEL WHITE & CO., LTD.,

Shipbuilders & Engineers

COWES

LONDON

LIVERPOOL

Telephone: EAST 1221.

*James Booth & Company (1915) Ltd.
Birmingham.*

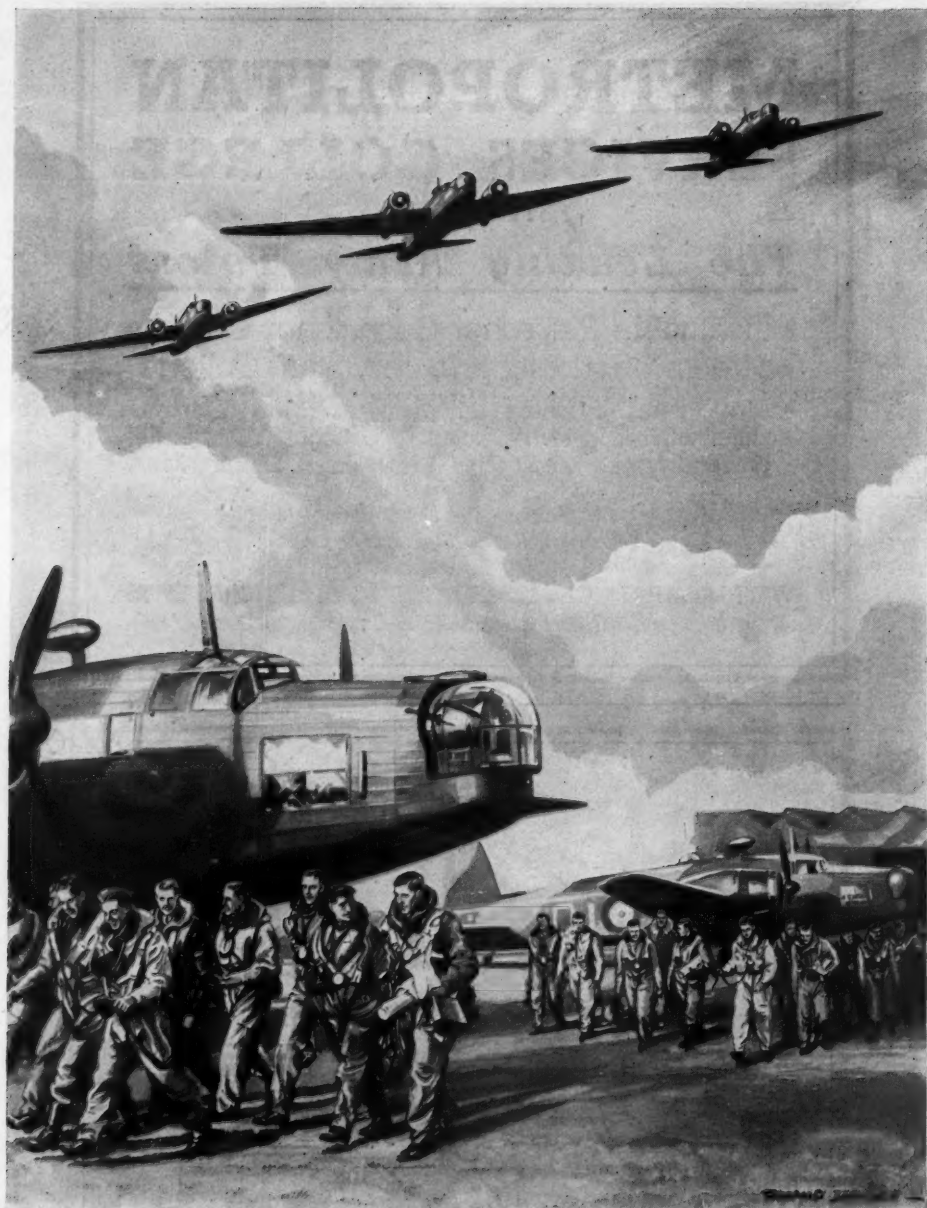
PIONEER MANUFACTURERS
IN GREAT BRITAIN OF
STRONG ALUMINIUM
AND
MAGNESIUM ALLOYS.

DURALUMIN

ALDURAL



"ELEKTRON"



"WELLINGTON" (BRISTOL PEGASUS ENGINES) DESIGNED AND CONSTRUCTED BY

VICKERS-ARMSTRONGS
LIMITED

Head Office: VICKERS HOUSE BROADWAY LONDON S.W.1

METROPOLITAN SERVICES COLLEGE

ST. ALBANS

The Leading Army Tutors

- Invaluable Refresher Courses for Officers selected for entry to the Staff College.
- Also expert coaching for Army & Navy Entrance Examinations, Matriculation, School Certificate, University, Law and other Professional Examinations.

*All Tuition Conducted through
the convenient medium of the post.*

WRITE FOR PARTICULARS, STATING YOUR REQUIREMENTS
to the Secretary, E1, Metropolitan Services College, St. Albans, Eng.



N.A.A.F.I.

SERVES THE SERVICES

It is registered under the Companies Acts as an Association, not trading for profit, it belongs to and is controlled by the Services, and aims at promoting their interests in every way.

THERE ARE NO SHAREHOLDERS

and all surpluses arising from its trading are available for the benefit of its only customers—the personnel of—

H.M. Fighting Forces.

Temporary Headquarters—

RUXLEY TOWERS, CLAYGATE, ESHER, SURREY. Tel: Esher 2121



RUST RESISTANCE

No ordinary steels, nor for that matter any other commercial metals are equal to Firth Stainless and Staybrite steels in their resistance to Corrosion. The enormous tonnage of Firth, Vickers Rust and Heat resisting steels now being used in every sphere of Engineering and Domestic Science.

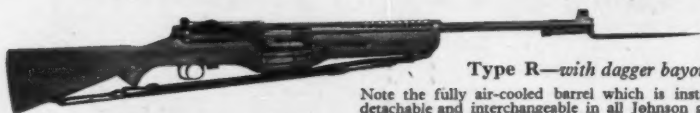
FIRTH-VICKERS STAINLESS STEELS LTD SHEFFIELD

Owing to the large demand we are at present greatly restricted as regards the purpose for which these steels can be supplied.

GOOD NEWS FOR BRITAIN !

— NOW STARTING IN PRODUCTION —

JOHNSON SEMI-AUTOMATIC RIFLE



Type R—with dagger bayonet

Note the fully air-cooled barrel which is instantly detachable and interchangeable in all Johnson guns. Also note the modern dagger-type bayonet.

The *NEW, High-Powered, Long-Ranged

JOHNSON LIGHT MACHINE GUN

Magazine
Capacity 25 cartridges.



Barrel :

Fully air-cooled. Instantly detachable and interchangeable in all Johnson guns.

Weight :

12½ pounds.

Caliber :

.30-'06 M1 or M2.

SPECIFICATIONS :

Caliber : .30-'06 for M1 or M2 ammunition, or any other military high-power cartridge. **Magazine :** Can be loaded separately or while in gun, with cartridges singly or from Springfield-type clip, at any time while breach bolt is open or closed. **Fire Control Switch :** On right-hand side just above trigger, with three positions : provides full-automatic fire, semi-automatic fire and safety control. **Rotary Breech Bolt :** Cocked in open position when fired full-automatic, and in closed position when fired semi-automatic. Gun can be locked on safety with bolt in either position. **Deliverable Rate :** Over 150 rounds per minute operated as a one-man gun, or over 200 r.p.m. with two-man crew. **Accuracy :** Aim easily controlled from shoulder position when fired full-automatic. Semi-automatic fire accuracy equal to that of military rifles. *** Production :** Now being manufactured by Johnson Automatics Manufacturing Co., U.S.A. **For information write :** Canadian Automatic Arms Co., Ltd., 414, St. James Street West, Montreal, Canada. (Licensee of Johnson Automatics, Incorporated, 6 East 45th Street, New York, N.Y., U.S.A.)

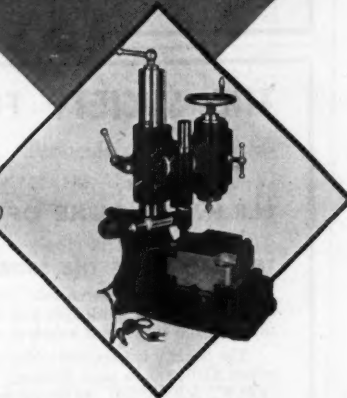
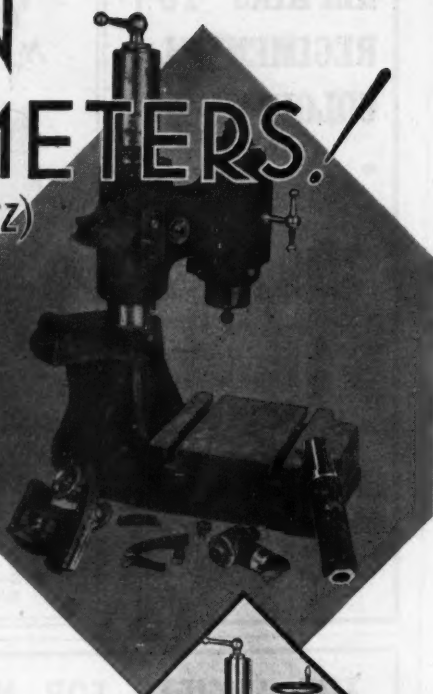
Complete Field Stripping-Machine Gun. Note the simplicity of the Johnson Light Machine Gun. Basic operating mechanism similar to Johnson rifle. Barrel, extractor, firing pin, cocking handle, etc., interchangeable with rifle. No tools required.



JOHNSON AUTOMATICS

HARD ON HARDOMETERS!

(OR BITS FROM BLITZ)



FIRTH-BROWN

THOS FIRTH & JOHN BROWN LTD

SHEFFIELD

REPAIRS TO REGIMENTAL COLOURS

•

The Royal United Service Institution can undertake Repairs to Regimental Colours, Standards, Banners, etc., by skilled workers

•

ESTIMATES AND
EXPERT ADVICE
CAN BE GIVEN



BOSTOCK & KIMPTON LTD

Wine Merchants Specialising in Service
to Naval Military and Air Force Messes.
17, WATER LANE, GT TOWER STREET

• LONDON, E.C.3. •

Telephone:ROYAL 3739
Telegrams: BOSKINTOCK BILGATE, LONDON

THE SOCIETY FOR NAUTICAL RESEARCH

(Founded 1910)

Patron :

H.R.H. THE DUKE OF KENT, K.G., K.T., G.C.M.G., G.G.V.O.

THE OBJECTS OF THE SOCIETY :

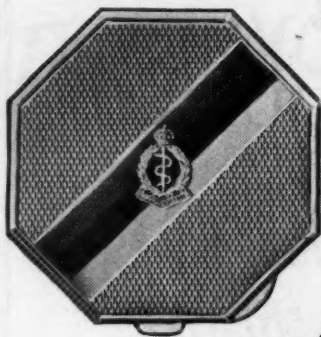
To encourage research into nautical antiquities, into matters relating to seafaring and ship-building in all ages and among all nations, into the language and customs of the sea, and into other subjects of nautical interest.

The Society has erected a Monument to the Van de Velde in St. James's, Piccadilly; raised £107,000 to save Nelson's Flagship and has superintended the restoration of H.M.S. "VICTORY" to her appearance at Trafalgar; paved the way to the establishment of a National Maritime Museum at Greenwich and a Victory Museum at Portsmouth; organised Exhibitions of Nelson Relics and Naval Prints, etc., at the Guildhall, Whitechapel, Plymouth, Birkenhead and Hull; and issued sundry periodical publications dealing with Nautical Archaeology, including a cheap set of official plans (ten in number) for building a model of H.M.S. "Victory."

The annual subscription of one guinea entitles members to receive admission tickets to H.M.S. "Victory," "The Mariner's Mirror" (an illustrated quarterly journal of over 100 pages), the Annual Report (100-200 pp. illustrated); to attend the Annual Meetings, which have been held at the Royal United Service Institution, Trinity House and the Royal Naval College, Greenwich, and the Annual Lectures which have been held at the Fishmongers', Clothworkers', Salters' and Drapers' Halls and have dealt with "The Great Harry," Primitive Craft, Samuel Pepys, Coastal Craft, Harrison's Timekeepers, and Flags in Marine Art.

For particulars of membership apply to—

THE DIRECTOR, NATIONAL MARITIME MUSEUM, GREENWICH, S.E.10



Sterling Silver Vanity Case with Regimental Colours in Enamel and Badge in Silver
£4.0.0



Sterling Silver Pencil with Regimental Colours in Enamel and Badge in Silver
£2.0.0



Sterling Silver Cigarette Case with Regimental Colours in Enamel and Badge in Silver
2½" x 3½" **£4.12.6**
3½" x 3½" **£5. 0.0**



By Appointment
Silversmiths to
H.M. The King

The Badge of Your Unit

The value of a gift is greatly enhanced when it has the quality of appropriateness like the examples shown here. Therefore let your present bear the Colours and Badge of your Unit.

Particulars of other pieces in the Company's large and interesting stock will gladly be sent on request.

THE GOLDSMITHS &
SILVERSMITHS
COMPANY LTD

112 Regent Street
London . W.1

NOW READY.

THE



CAVALRY JOURNAL

HORSED AND MECHANIZED

Published under the authority of the Army Council, under the direction of Field Marshal Sir P. W. CHETWODE, Bt., G.C.B., O.M., G.C.S.I., K.C.M.G., D.S.O., General Sir GEORGE DE S. BARROW, G.C.B., K.C.M.G., Lieut-General Sir A. E. W. HARMAN, K.C.B., D.S.O., Lieut-General A. F. BROOKE, C.B., D.S.O., and Major-General J. BLAKISTON-HOUSTON, C.B., D.S.O.

PUBLISHED QUARTERLY. Price 5s. net.

No. 121. JULY, 1941.

ALL SUBSCRIPTIONS should be sent to, and all copies obtained direct from
The Royal United Service Institution, Whitehall, London, S.W.1.

The Society for Army Historical Research

THIS Society was founded in 1921, with the object of encouraging research into Army Antiquities, matters connected with Regimental Histories, Uniforms, Dress and Equipment of the past. Old Military Customs and Traditions, the Art of War in bygone days, Pictures, Prints, Medals and Relics, and similar subjects of interest.

The Society publishes a quarterly Journal and occasional Monographs, copies of which are sent, post free, to all Members.

"Notes, Questions and Replies" form a prominent feature (occupying about one-third of the Journal), with the object of fostering a spirit of enquiry into the history of the Army.

All interested in the History of the Army, civilians as well as soldiers, are invited to join and to contribute articles. Libraries, Clubs, Societies and Regiments may, through their representatives, be admitted to Membership.

Annual Subscription £1 1s. 0d.

APPLY TO THE HON. SECRETARY, c/o WAR OFFICE LIBRARY
WHITEHALL, LONDON, S.W.1

THORNYCROFT

NEWS CHRONICLE, Monday, July 14, 1941

M.T.B.s DEFIED DEFENCES OF BEIRUT, CRIPPLED 2 SHIPS

From DAVID WOODWARD
News Chronicle Special Correspondent

OFF THE SYRIAN COAST, Sunday.
British motor torpedo boats during the last stages of the attack on Beirut carried out a daring raid on French supply ships lying in Beirut harbour and protected by boom defence nets and coastal artillery.

Ordered to patrol off the entrance to the harbour and seek out and destroy transports which were believed to be on the way from Toulon, the m.t.b.s spent nights of weary patrol without the trans-ports showing up. Finally the captain of one boat decided to attack shipping which he could see inside the harbour.

His torpedoes fouled the boom at the harbour mouth, but he discovered a small gap barely wide enough to admit his tiny vessel inside the net defences.

RACE FOR SAFETY

Through this he passed, and with engines running dead slow he approached a supply ship lying alongside the quay. He released two depth charges which exploded under the ship as he streaked at full speed for the gap in the nets and safety.

Waiting for the alarm to die down, a second boat then re-peated the performance, very narrowly as one depth charge bounced off the side of the ship which was being attacked and fell into the water close to the m.t.b.

By good fortune she reached a distance at which all that the crew suffered was a severe shaking, and were able to make for the open sea leaving behind two crippled enemy vessels.



VICKERS- ARMSTRONGS LIMITED

**SHIPBUILDERS, ENGINEERS,
ARMAMENT AND
AIRCRAFT CONSTRUCTORS**

—
**SHIP REPAIRS AND
RECONDITIONING**
—

Head Office :
VICKERS HOUSE, BROADWAY, LONDON, S.W.1

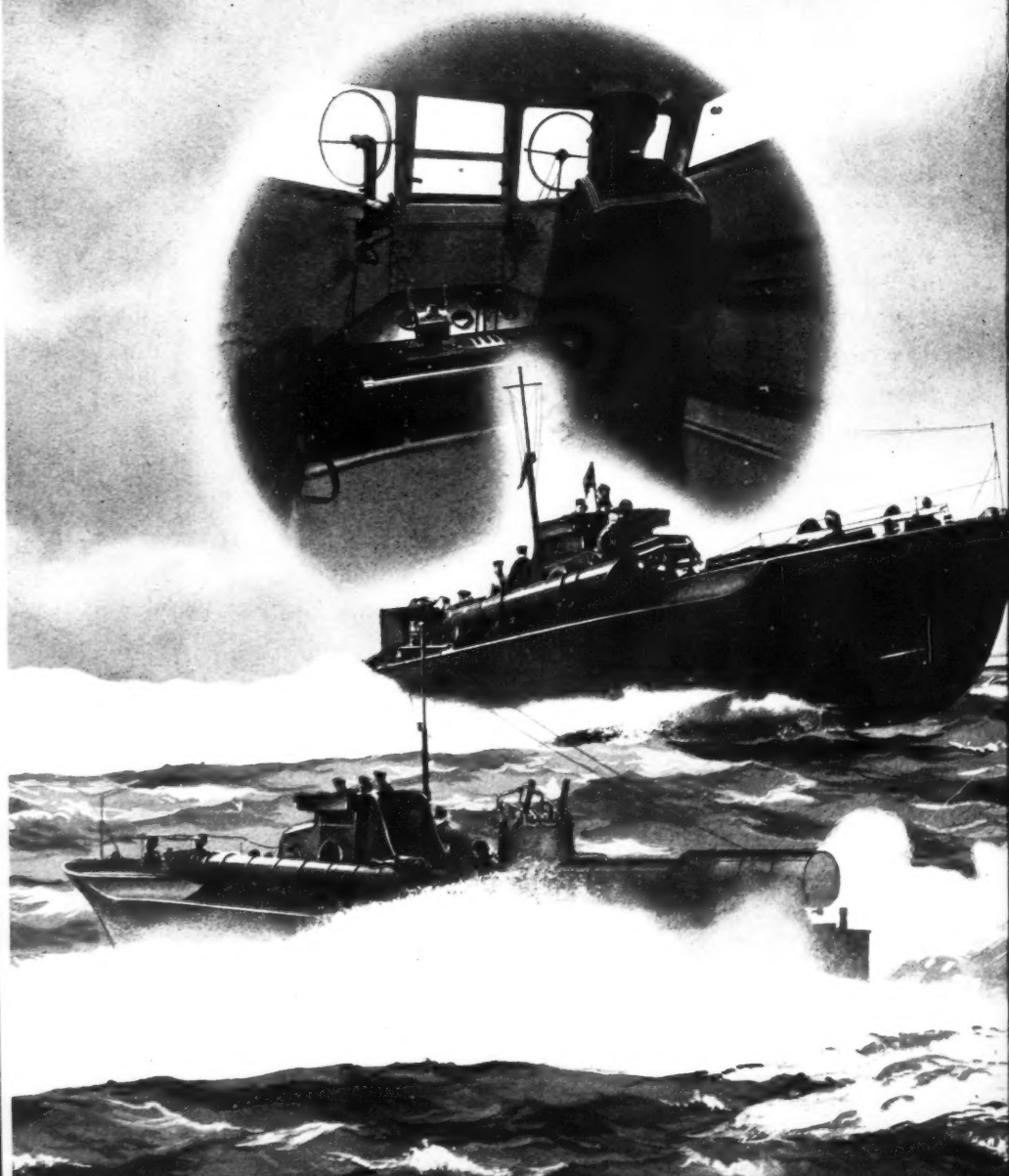


CONTENTS FOR AUGUST, 1941

	Page
Secretary's Notes	v
Frontispiece : Descente en Angleterre.	
German Politico-Military Strategy. By D. M. Cole	423
Sea Power after the last War. A Review of the American Outlook. By Admiral Sir Herbert Richmond, K.C.B., D.C.L.	430
Germany's Oil Supplies	437
Navicert and Pericert	440
Military Defensive Tactics. By Captain W. R. Young, M.C., R.A.	447
Singapore of To-day	456
Welfare in the Royal Air Force. By Group Captain F. C. Halahan, C.M.G., C.B.E., M.V.O., D.S.O.	459
Plate. A 70-ft. Motor Torpedo Boat.	
Motor Torpedo Boats	465
The Indian Army of To-day. By Brigadier H. M. Burrows, C.I.E., late I.A.	467
The Navy of the Soviet Union. By Francis E. McMurtrie, A.I.N.A.	473
The Army of the Soviet Union	479
The Air Force of the Soviet Union	481
British Decorations	485
Army Units and Mechanical Efficiency. By Captain R. H. Bright, p.a.c., Royal Tank Regiment	490
Evacuations in 1915. By Lieut.-Colonel H. E. Crocker, C.M.G., D.S.O.	492
The International Situation:	
The New Ally	497
The Japanese Threat	499
Diary of the War	502
Correspondence	600
General Service Notes	602
Navy Notes	604
Army Notes	611
Air Notes	628
Reviews of Books	638
Additions to the Library	641

VOSPER

MOTOR TORPEDO BOATS



MAINTAINING A VITAL SERVICE





JOURNAL
of the
Royal United Service
Institution

Published by Authority of the Council



Postal Address : Whitehall, London, S.W.1.

Telephone No : Whitehall 5854.

Telegraphic Address : "Russatus, Parl, London."

Vol. LXXXVI. AUGUST, 1941.

No. 543.

Advertising Manager :

H. CLAYTON, 150, STRAND, LONDON, W.C.2.

Telephone : Temple Bar 3966.

ROYAL UNITED SERVICE INSTITUTION

FOR

"THE PROMOTION AND ADVANCEMENT OF NAVAL AND MILITARY SCIENCE
AND LITERATURE."

Royal Charter, 22nd February, 1860 (23 Vict.).

PATRON:

HIS MAJESTY KING GEORGE VI.

PRESIDENT:

Field-Marshal H.R.H. The DUKE OF CONNAUGHT, K.G., K.T., K.P., G.C.B.,
G.C.S.I., G.C.M.G., G.C.I.E., G.C.V.O., G.B.E., V.D., T.D.

VICE-PRESIDENTS:

Field-Marshal Sir PHILIP CHETWODE, Bart., G.C.B., O.M., G.C.S.I., K.C.M.G.,
D.S.O.

Admiral Sir GEORGE P. W. HOPE, K.C.B., K.C.M.G.

Field-Marshal Sir CLAUD W. JACOB, G.C.B., G.C.S.I., K.C.M.G.

Brigadier-General The Earl of LUCAN, P.C., G.C.V.O., K.B.E., C.B., T.D.

Field-Marshal Sir ARCHIBALD A. MONTGOMERY-MASSINGBERD, G.C.B.
K.C.M.G., LL.D.

Marshal of the Royal Air Force The Viscount TRENCHARD, G.C.B., G.C.V.O.,
D.S.O., D.C.L., LL.D.

Admiral Sir R. G. O. TUPPER, G.B.E., K.C.B., C.V.O.

ELECTED MEMBERS OF COUNCIL:

Royal Navy

Vice-Admiral Sir GEOFFREY BLAKE, K.C.B., D.S.O.

Admiral of the Fleet Lord CHATFIELD, P.C., G.C.B., O.M., K.C.M.G., C.V.O.

Admiral of the Fleet Sir FREDERICK L. FIELD, G.C.B., K.C.M.G.

Admiral Sir WILLIAM GOODENOUGH, G.C.B., M.V.O.

Royal Marines

Lieut.-General Sir ALAN G. B. BOURNE, K.C.B., D.S.O., M.V.O.

Royal Naval Reserve

Royal Naval Volunteer Reserve

Commodore The Earl HOWE, C.B.E., V.D., R.N.V.R.

Regular Army

Major-General J. L. I. HAWKESWORTH, C.B.E.

General Sir WALTER M. ST. G. KIRKE, G.C.B., C.M.G., D.S.O.

General Sir HARRY H. S. KNOX, K.C.B., D.S.O. (*Chairman of the Council*).

Lieut.-General G. Le Q. MARTEL, C.B., D.S.O., M.C.

Lieut.-General Sir B. N. SERGISON-BROOKE, K.C.V.O., C.B., C.M.G., D.S.O.

General Sir ROBERT WHIGHAM, G.C.B., K.C.M.G., D.S.O.

Militia

Brigadier-General S. E. MASSY-LLOYD, C.B.E.

Territorial Army

Colonel J. K. DUNLOP, O.B.E., M.C., T.D.
Colonel J. JOSSELYN, C.M.G., D.S.O., O.B.E., T.D.
Colonel F. D. SAMUEL, C.B.E., D.S.O., T.D.
Colonel B. ABEL SMITH, D.S.O., M.C., T.D., A.D.C.

Indian Army

General Sir S. F. MUSPRATT, K.C.B., C.S.I., C.I.E., D.S.O.

Royal Air Force

Marshal of the Royal Air Force Sir EDWARD ELLINGTON, G.C.B., C.M.G., C.B.E.
(*Vice-Chairman of the Council*)
Air Marshal Sir E. L. GOSSAGE, K.C.B., C.V.O., D.S.O., M.C.

REPRESENTATIVE MEMBERS

ADMIRALTY

Director of Naval Intelligence : Rear-Admiral J. H. GODFREY, C.B.

WAR OFFICE

Director of Staff Duties : Major-General A. E. NYE, M.C.

AIR MINISTRY

Director of Operational Training : Air Commodore E. S. GOODWIN, C.B.E., A.F.C.

EX-OFFICIO MEMBERS

First Sea Lord and Chief of the Naval Staff : Admiral of the Fleet Sir A. DUDLEY
P. R. POUND, G.C.B., G.C.V.O.
Chief of the Imperial General Staff : General Sir JOHN G. DILL, K.C.B., C.M.G.,
D.S.O.
Chief of the Air Staff : Air Chief Marshal Sir CHARLES F. A. PORTAL, K.C.B.,
D.S.O., M.C.
Director-General of the Territorial Army :
President of the Royal Naval College, Greenwich :
Commandant of the Imperial Defence College :
Director of the Royal Naval Staff College :
Commandant of the Staff College, Camberley : Major-General R. J. COLLINS, C.B.,
C.M.G., D.S.O.
Commandant of the R.A.F. Staff College, Andover.

HONORARY MEMBERS OF THE COUNCIL

Major-General H. C. THACKER, C.B., C.M.G., D.S.O. (Canada).
General Sir HENRY G. CHAUVEL, G.C.M.G., K.C.B. (Australia).
Major-General Sir A. H. RUSSELL, K.C.B., K.C.M.G. (New Zealand).
Field Marshal The Right Hon. J. C. SMUTS, P.C., C.H. (South Africa).
General H.H. THE MAHARAJAH OF BIKANER, G.C.S.I., G.C.I.E., G.C.V.O., G.B.E.,
K.C.B. (India).

STAFF

Secretary, Editor and Chief Executive Officer :
Librarian : Colonel E. L. HUGHES, D.S.O., O.B.E.
Assistant Editor : Colonel F. E. G. TALBOT.
Curator and Assistant Executive Officer : Captain S. J. PARKER, M.C., D.C.M.
Assistant Librarian :

Auditors : MESSRS. BARTON, MAYHEW & CO.

Alderman's House, Bishopsgate, E.C.2.

Bankers : ROYAL BANK OF SCOTLAND, DRUMMOND'S BRANCH,
Charing Cross, S.W.1.

MEMBERSHIP

Full particulars of Membership with alternative forms for Bankers' Orders can be obtained on application to "The Secretary, Royal United Service Institution, Whitehall, London, S.W.1."

Commissioned Officers of *all* H.M. fighting Services, including those of the Dominions, Colonies and India, and Midshipmen and equivalent ranks of the Royal Navy, Dominion Navies, Royal Naval Reserve and Royal Naval Volunteer Reserve, are eligible for membership without proposal or ballot.

Naval, Military and Air Force Cadets are eligible on the recommendation of their Commanding Officers.

Gentlemen enrolled in establishments which imply that they will be given commissions in time of national emergency are eligible for membership by ballot of the Council.

An Officers' Mess may subscribe to the JOURNAL, but is *not* eligible for membership.

TERMS OF SUBSCRIPTION

ANNUAL MEMBERS.—Subscription £1 5s. od., payable on joining and on 1st January yearly. (NOTE.—The Entrance Fee has been temporarily suspended.)

LIFE MEMBERS.—

- (a) £20 os. od., payable in one sum; or
- (b) £21 os. od., payable in four instalments of Five Guineas, the first on joining, the others on 1st January of each succeeding year.

The above rates of subscription entitle Members to the loan of four volumes at a time from the Library, provided they are at Home or at those stations abroad where arrangements exist for forwarding books.

It is important that Officers joining should furnish full and clear particulars of their Name, Rank, Ship, Regiment or R.A.F. Squadron, etc., and the address to which they wish their JOURNALS sent.

Officers of the Indian, Dominion and Colonial Naval, Military, and Air Forces temporarily in the United Kingdom may become members for a period of six months on payment of Ten Shillings and Sixpence, or One Guinea for twelve months. The additional subscription to the Lending Library is Five Shillings for six months.

THE INSTITUTION

The Royal United Service Institution is situated just below the War Office in Whitehall. It has the best professional Library in the United Kingdom. The Reading and Smoking Rooms are provided with the leading papers, periodicals and writing materials.

The Institution is open daily from 10 a.m. to 7 p.m., except Sunday, Christmas Day and Good Friday.

THE JOURNAL

The R.U.S.I. JOURNAL is published in February, May, August and November of each year, and sent post free to Members in any part of the world. Copies may be purchased by non-members, price 7s. 6d.

THE MUSEUM

The R.U.S. Museum is closed for the duration of the War.

THE THEATRE

The Lecture Theatre is at present devoted to a Special Exhibition representing "The Fighting Services in the Present War."

SECRETARY'S NOTES

August, 1941.

COUNCIL

It is with great regret that the Council have to record the death of Captain Sir David Wilson-Barker, Kt., R.D., R.N.R., who was the Representative Member of the Royal Naval Reserve. He had also been a Member of the Finance Committee since 1924.

New Members

The following officers joined the Institution during the period 31st May to 20th August.

ROYAL NAVY

Paymaster-Lieutenant A. C. Wilson Jones, R.N.
Lieutenant C. Le M. Scott, R.N.
Captain E. D. Stroud, D.S.C., Royal Marines.
Acting Sub-Lieutenant P. V. Simon, R.N.

ARMY

2nd Lieutenant T. R. Bland, Scots Guards.
Captain W. F. Cottrell, The North Staffordshire Regiment.
Major S. N. Beall, Royal Artillery.
2nd Lieutenant L. J. Melhuish, 3rd K.O. Hussars.
Lieutenant M. D. C. Watson, Royal Artillery.
Captain J. Bromhead, Royal Engineers.
Captain R. A. Fyffe, The Rifle Brigade.
2nd Lieutenant A. J. Rickard, Coldstream Guards.
Lieutenant G. E. Beard, Honourable Artillery Company.
Captain D. V. Henschley, R.A.O.C.
Captain A. J. Lucas, R.E.
Major B. A. Blackden, South Wales Borderers.

ROYAL AIR FORCE

Pilot Officer S. A. Wakefield.

HOME GUARD

Major S. S. Smith, 1st Bedfordshire Battalion, Home Guard.
Major W. C. Dowell, "A" Company, 16th Middlesex X Zone, Home Guard.
Major H. M. Todd, Commanding 38th Company, 5th Herts Battalion Home Guard.
Major Joseph Walker, M.B.E., Huddersfield Group, West Riding Zone, Home Guard.
Captain J. A. Sayer, Home Guard (late Norfolk Yeomanry).

Trench Gascoigne Prize Competition

The following subject has been selected by the Council for the Trench Gascoigne Prize Competition (Three Services) 1941 :—

“ The war has demonstrated the remarkable effectiveness and versatility of air power in support of naval and military operations and also against the enemy's industries. What can be learnt from this in respect of the future organization of the three fighting Services ? ”

No award of the Gold Medal of the Institution will be made during the war.

EVACUATION OF LIBRARY

By courtesy of Lord Newborough, the Library is now established at :—

Glynllivon,

Carnarvon,

N. Wales.

The Lending Library will continue to provide the usual facilities to Members, and requests for books will be dealt with promptly. All communications should be addressed, and all books after loan returned to the Librarian, Royal United Service Institution, at Glynllivon.

Circumstances permitting, the Institution will remain open, and the Reading Room will continue to be provided with the leading papers, periodicals and writing materials for the use of Members.

Certain Reference books have also been retained in London.

JOURNAL

The Service Departments have signified that they will continue to give facilities for the publication of the R.U.S.I. JOURNAL, and serving officers are invited to offer suitable contributions.

Matter which might be of value to the enemy must, of course, be entirely eliminated; but there is still ample scope for professional articles relating to former campaigns, especially the War 1914-18, which might contain useful lessons at the present time; also contributions of a general Service character, such as Strategic Principles, Command and Leadership, Morale, Staff Work, Naval, Military and Air Force history, customs and traditions.

Notes for Guidance of Contributors

The Editor has been asked to publish some notes for the guidance of those who desire to offer contributions to the JOURNAL. The following are the principal points to which attention is invited :—

- (1) Preference will be given to articles which assist in the “ promotion and advancement of naval and military science and literature ” in practical form, and which are written with an up-to-date and first-hand knowledge of the subject with which they deal.
- (2) Historical articles should point some definite lesson for the present or future and not merely recapitulate accounts of episodes of the past.
- (3) Articles of interest to students of war in all three Services are preferable to those of a highly technical nature or of such restricted interest that they could only appeal to a very limited number of our readers.

- (4) As a general rule, articles should not exceed 3,000 words in length. Apart from considerations of space, experience shows that the short article which makes its points concisely is more effective and more widely read than one of a long and rambling character.
- (5) Contributions intended for the JOURNAL should be addressed to the Editor. They should be typed (double spacing), but short articles in legible manuscript can be accepted if a typewriter is not available.
- (6) The Editor is authorized to obtain official sanction for the publication of articles written by serving officers; it must be clearly understood that nothing written by such officers can be accepted for the JOURNAL without this sanction being obtained. Army officers should obtain permission for articles to be submitted for publication from their C.Os.
- (7) Except where contributors are good enough to offer articles without remuneration, this will be paid at the authorized rates.
- (8) Attention is invited to the note on the first page of each JOURNAL regarding authors alone being responsible for their opinions; also to the notice at the head of "Correspondence."

Date of Publication

While every endeavour is made to produce the Journal in the usual quarterly months, punctual publication cannot be guaranteed in existing circumstances.

CHANGES OF ADDRESS

Members are particularly requested to notify any change of address which will affect the dispatch of their JOURNALS.

Such notifications should be received by the 10th of the month preceding publication; i.e., by 10th January, April, July and October.

MUSEUM

War Exhibits

Members and others interested in the R.U.S.I. Museum are asked to keep a look out for relics of the present war of very special interest and to arrange for them to be preserved in a place of safety pending the Museum being re-opened.

Consideration of space will inevitably preclude the acceptance of more than a limited number of small articles; but the Council desire to ensure that the Museum shall continue to represent the greatest achievements of the Services, their commanders, officers and men, throughout the ages. Personal relics of special distinction will in future, as in the past, be particularly acceptable.

WAR DIARY

The War Diary which has been appearing each quarter in the JOURNAL is being re-published in volume form. Volume I is now ready; it covers the first year of the War—from 3rd September, 1939, to 31st August, 1940—and contains a map showing the "Operations of the B.E.F. in Belgium and Northern France, May, 1940."

Copies bound in stiff paper covers are on sale at the Institution, price 2s. 6d., packing and postage 5d.

Arrangements have also been made to reprint a large number of extra copies suitable for better binding with future volumes of the Diary.

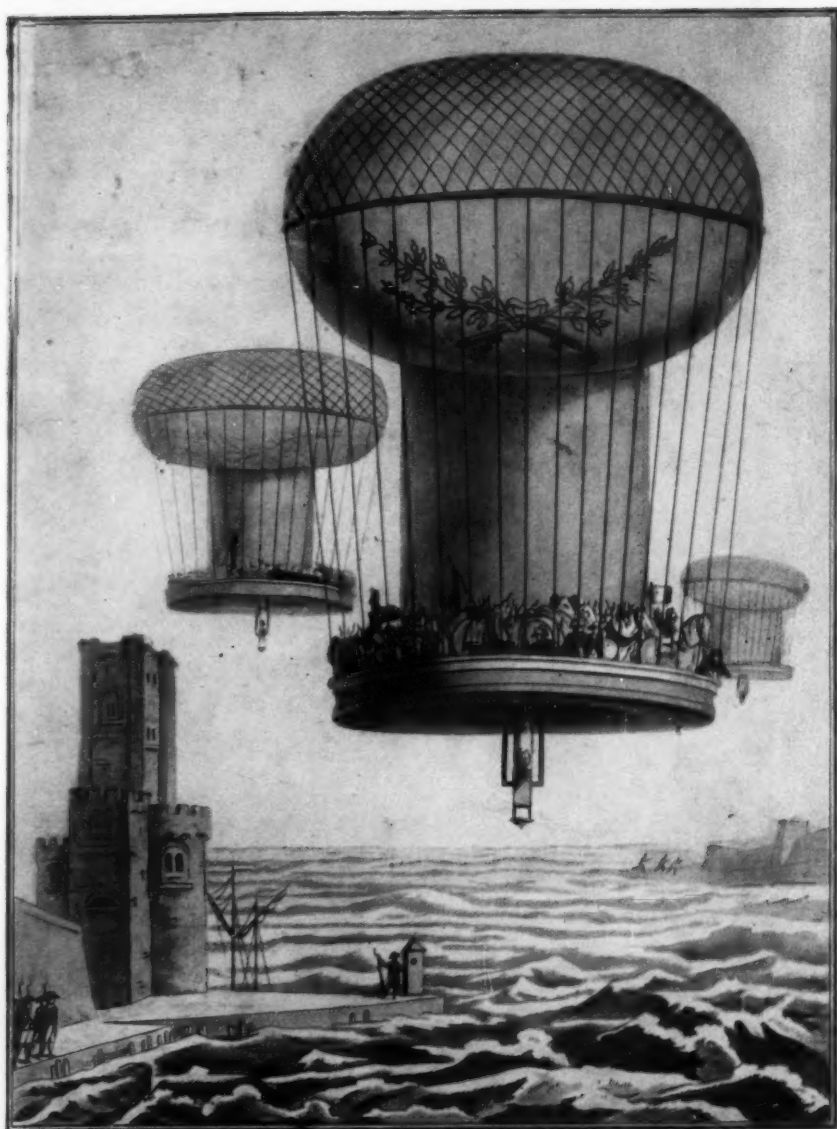
CHRISTMAS CARDS

Orders can now be received for Christmas Cards.

TYPE A.—A card with coloured reproduction on the outside of a "Grand Military Feast" which was held in honour of Queen Victoria's Coronation, July 1838, and inside the Institution's crest and seasonable greetings. Price, including envelopes, 6s. a dozen, post free.

TYPE B.—A card with the Institution's crest in gold on the outside and a reproduction in sepia of the exterior of the Banqueting House inside. Price, including envelopes, 4s. a dozen, post free.

Members are requested to state which design they require and to *enclose the requisite remittance with their order.*



LA THILORIERE

DÉSCENTE EN ANGLETERRE

Projet d'une Montgolfière capable d'élever 3,000 Hommes et qui ne coûtera que 300,000 Francs
on y suspendra une lampe qui présentera une nappe de flamme suffisante pour empêcher le refroidissement...

Extrait du Publiciste du Jeudi 13 Prairial de l'An XI.

A Paris, chez Boulard, Rue St Pierre N° 41. An 5 200

By permission of
The Bodleian Library, Oxford.

Reproduction by courtesy of
"The Studio."

THE JOURNAL *of the* *Royal United Service Institution*

Vol. LXXXVI.

AUGUST, 1941.

No. 543.

[Authors alone are responsible for the contents of their respective Papers.
All communications, except those for perusal by the Editor only, should
be addressed to the Secretary, Royal United Service Institution.]

THE POLITICO-MILITARY STRATEGY OF THE NAZIS

By D. M. COLE

THE success so far achieved by the German armed forces is due, in large part, to the exact synchronization of purely military measures with a meticulous perception of social conditions existing in the country being attacked. In practice the attack is preceded by the artificial stimulation of internal weakness, on the argument that such action will hamper and embarrass the civil and military power of the attacked country and produce a disaffected minority of possible sympathisers; all without risk to the aggressor.

The adoption of this principle more than any other is the Nazi's contribution to the art of war; it is in fact the basic element in what is now generally described as "Total War."

National Socialism is original in the arbitrary statement of this thesis, but its roots can be traced in German military theory throughout the past century. From researches based principally on an analysis of the careers of Frederick the Great and Napoleon Bonaparte, Clausewitz¹ established the axiom "War is the continuation of politics by other means," and enumerated the objects of war as being to "defeat and destroy the enemy's armed forces," "seize his sources of material supply and communications," "gain public opinion." These principles, adequate for a study of warfare in a period of Absolutism when political and military leadership were alike vested in a monarch, were elaborated by Moltke, who maintained the right of the military command to a share in the direction of a country's economic measures in time of war.

The success of the German arms, culminating in the great envelopment battles of 1870-71 which brought about the total defeat of France, perpetuated the doctrines of Moltke whose writings were still the

¹ "On War."

accepted authority on warfare during the struggle of 1914-18. Moltke, however, had to deal with a Reich's Chancellor—Bismarck, strong enough to unite the political and military life of Germany in pursuit of aims acceptable to both. Ludendorff, less fortunate, found himself frequently at loggerheads with the Reichstag during 1917 and 1918.

The collapse of the Central Powers in the last war, together with the severe restrictions placed upon the German army by the Versailles Agreement, produced a reaction from the all embracing theory of Moltke and a return to the classical position of Clausewitz. Writing in 1932, Caspari² expressed the new trend of German military thought and advanced the conception of small professional armies limited by international agreement. The Hitler regime subsequently rejected this principle in favour of the "mass armies" of 1914, but followed Caspari in concentrating, in the first years at least, upon raising the relatively small Reichswehr to a very high pitch of mechanical and technical development. During this period steps were begun to bind the army more closely to the new government and eradicate all traces of independent control.

At the same time the opposite view was vociferously defended by Ludendorff,³ who maintained that the defeat of 1918 was due to the collapse of German internal economy and not to the defeat of her armies in the field. He attacked the dictum of Clausewitz, "War is the continuation of politics by other means," because it implied that the military power existed merely as the executive arm of a political regime. In defence of this position Ludendorff regarded war, not as an adjunct of politics, but as an essential part of human existence in which alone the finest characteristics of mankind are brought to the surface; peace was for Ludendorff a period of degeneration. Though the Nazi Government opposed the principle of allowing the army to stand above the political arena, it is not difficult to see why it seized so avidly upon this conception of the nature of war; nothing helped more in the rearmament of Germany than the exaltation of war as an eternal and desirable end in itself.

With the absorption of the Nazi Party militias into the Reichswehr, the extreme ideas of Ludendorff and Junger⁴ were subjected to the more balanced influence of Generals von Blomberg, von Brauchitsch and von Keitel, to whom the present development of the German army is largely due. Following the fall of von Blomberg in 1937, his work of subjecting

² "*Wirtschafts-Strategie und Kriegsführung*" (Economic strategy and the Conduct of War).

³ "*Absoluter-Krieg.*"

⁴ "*Stahlgewitter.*"

the rabble of the S.A. to the more orthodox military system of the Reichswehr was completed by his protégé von Brauchitsch, as Commander-in-Chief, and his son-in-law von Keitel, as Chief of the General Staff.

From the beginning of 1938 new theoretical premises begin to appear in German military science as a result of the new High Command's attempt to reconcile the extravagance of Ludendorff with the philosophical dialectics of Clausewitz. Generals von Brauchitsch and von Keitel, confirmed National Socialists, achieved that synthesis of political manipulation and military action which has so far been crowned with considerable success. That the new technique should have been welcomed so enthusiastically by the National Socialist Party as such, is due to two major factors. It offered a possibility of avoiding the unbearable strain of a long war of attrition similar to that of 1914-18, with the dreaded risk of economic and social collapse, and at the same time dangled the prospect of large territorial acquisitions, with their attendant economic gains, before the eyes of German heavy industry. Further, the deliberate employment of machiavellian political posturing, so contemptible to the average Briton, found enthusiastic support among the German Youth, reared in an unhealthy atmosphere of tortuous and violent political life. If Nietzsche was correct in the generalization, "Every dictatorship has basic qualities which are determined by the people who live under it," the new politico-military orientation represents the very essence of National Socialism.

"Gain public opinion," third and least discussed of the strategic principles of Clausewitz, was elevated as the corner stone of the new military policy and extended to include dabbling in the purely local concerns of other states. Exhaustive study of the internal social conditions of virtually every country in the world became the concern of the German High Command. Careful preparations were instituted, not so much to enlist the support of minority groupings as to give open-handed assistance to all organized opposition to the existing social order, irrespective of its attitude to the German state and ideology. By these means every disintegratory tendency became in German eyes a means of weakening a country's resistance to armed attack. "The enemy of my enemy is my friend" was thenceforward the sole criterion by which Nazism chose its assistants. Every possible vehicle was harnessed to the progressive weakening of potential adversaries; from the German Consular staffs down to the sorriest pedlar of aspirins in Paraguay, by radio, literature and personal approach, Germany established contact with discontented minorities to a degree which is only to-day rendered fully clear.

Alongside this development, conscious of the fact that propaganda and subversion can achieve nothing of themselves, the General Staff prepared an army destined to take maximum advantage of the peculiar milieu in which it would be called upon to function. The conception of linear war and entrenchment was deliberately discarded for a new system of unrestrained attack in depth, effected by the infiltration of tank formations assisted by the particular creation of General von Keitel—the now famous *Schnellen-Truppen*. The German army was thus converted into an instrument for striking rapid and spectacular blows, while at the same time providing a rallying cry for all disaffected elements.

The success of this changed strategy needs little description. With the possible exception of Greece and Crete, every independent state attacked by Germany has rapidly succumbed, each one supplying from within itself organized groups and individuals actively engaged in furthering the aims of the attacker. In Norway, the Balkans, the Netherlands, even in France, almost identical results were obtained by campaigns differing greatly in the magnitude of the forces involved but following the same general plan.

In spite of the unquestioned efficacy of the new methods, signs soon appeared that German strategy was losing its element of novelty and surprise. The course of events in Iraq, an interlude in which very much more was at stake than the fate of Iraq alone, illustrates this clearly. The Third Reich early regarded the Arab countries as potentially good material for subversive activities; no other region has experienced more completely the co-ordinated effect of hordes of "tourists," aided by sustained propaganda disseminated through radio receivers previously distributed free to all suitable listeners. Nevertheless, the insurrection of Raschid Ali failed miserably to provoke the expected sympathetic upheaval throughout the Arab world. The reason for this failure lies not in the inadequacy of German methods, nor in the incompetence of Raschid Ali, but in the fact that in this instance the military blow which was to light the fires of revolt was forestalled by an immediate British counter-stroke. No better object lesson can be imagined to demonstrate that no amount of propaganda and backstage manoeuvring can remain effective in face of swift military action.

The extension of the war by the recent attack upon the U.S.S.R. presents the National Socialists with one final golden opportunity to achieve success by a military onslaught assisted by attack from within. The course of the campaign to date would seem to suggest that the aim of the High Command is to create a pseudo-independent Ukrainian state, relying upon German bayonets for its continued existence. That this

possibility presents a very real danger cannot be doubted. The Germans are well aware of the attempts made after the Russian revolution of 1917, to set up a Ukrainian National Assembly, nor can it be assumed that the severity with which the Bolsheviks regained control has been completely forgotten. The traditional antipathy of the people to Russian rule has been kept alive by experiences during the famine years of 1932-3, when Ukrainian grain was forcibly requisitioned to feed the starving industrial towns of White Russia. Trotsky⁸ anticipated the danger to the Soviet of attack through the Ukraine with the ominous warning, "Military intervention is a danger. The intervention of cheap manufactured goods in the baggage train of a German army is an even greater one." Subsequent events alone can show whether the Russian Government has adequately prepared for this eventuality.

With the single exception of the still unsettled question of the Soviet, Germany now wields complete military hegemony over Europe. By so doing she renders impossible any further success by her former strategy. The manipulation of social weakness has brought control of every country on the continent of Europe, but in no single case have the social weaknesses themselves been removed or alleviated. The Third Reich stands to-day where the Empire of Napoleon stood in 1807 and, like Napoleon, mistakes for reality the illusion of a "United Europe under one domination."

It is not to be questioned that, given a period of peace, German technical achievement could convey considerable benefits to a unified Europe. Nothing seems more reasonable than, for example, the fusion of the Central European and Danubian States into one economic unit under Nazi control, were it not that history clearly demonstrates the contrary. No amount of economic benefits can eradicate the nationalism of the European peoples, indeed the example of Napoleon would seem to indicate the exact opposite. The effect of contact with the more advanced technology and social system of Napoleon's regime failed to bind Italy, Spain and the Rhineland to France; instead it stimulated each to strive more fiercely for the right to develop as separate national entities. The very minority movements to which German success has, so far, been largely due, are without exception violently nationalist. German co-operation is for them not a permanent objective, but merely a temporary expedient to break free from old conditions in the hope that subsequent developments will provide opportunities for unrestricted self-government.

In this direction lies the weakness of the German politico-military strategy; National Socialism has infected the German High Command

⁸ "The Revolution Betrayed." 1936.

until the strength of each lies in a kind of epileptic and unbalanced brilliance, a political and military dynamism possessing tremendous destructive power but without a trace of the finer qualities necessary to the creation of a lasting Empire. Through the haze of recent events in Germany, particularly in the period immediately preceding the advance against the Soviet, it is possible to discern the result of this incomplete strategical equipment, bringing forward a further parallel with Napoleon. In Europe, Germany has now reached a point at which the weapons with which she has achieved success have ceased to have any utility. Like Napoleon, Germany faces the fact that the continued resistance of Britain stands in the way of complete success; but against Britain it will be necessary to wage a sustained campaign very different from the earlier ones and without possibility of assistance from within, for the effectiveness of the Fifth Column declines in exact ratio to the internal stability of a nation. Napoleon's solution was to confront Britain with a French-controlled Europe in alliance with Imperial Russia; after the breakdown of the Tilsit agreement and the rupture with the Czar, the logic of the situation drove him to restore unity against Britain by attempting the conquest of Russia. In like case, the Germans are now trying the second of these alternatives, seeking to succeed, as it were, by the application on an ever increasing scale of the measures which have so far resulted in success. They are now faced with the Frankenstein of their own strategy, and are trying to eliminate all other influences from Europe in the hope of snatching a few years of peace during which steps may be taken to meet the upsurge of anti-German nationalism of which the first ominous rumblings can already be discerned.

In contemplating the present state of Europe, Britain is in the advantageous position of fully understanding the nature of German rule and the mechanics of the process whereby Europe was overrun. This fact is of inestimable importance in co-ordinating activity for the defeat of Germany.

It is frequently implied that the British national character is unfitted for the successful use of strategy similar to that of her present adversary. This view is more confidently maintained in Britain than in Germany, where no illusions exist on this score. The constant repetition of the sneer, "Britain will fight to the last Frenchman," is something more than a gibe, it is a recognition of Britain's former success in the employment of all available weapons in addition to the sinews of men. The strategical use of internal dissension has been a feature of warfare from earliest times and played an important part in the campaigns of the Great Captains of History. Hannibal founded his hope of victory on the assumption that his presence in Italy would inspire the subject cities to throw off the Roman yoke; he failed, in spite of the most brilliant

successes, because the expected revolt did not materialize. Without the assistance of the Aedui and other Gallic tribes, Caesar could never have conquered Gaul; while the Agincourt campaign of Henry V would have been impossible without his skilful use of the traditional enmity between the Dukes of Burgundy and the Kings of France. The expulsion of the French from North America would never have succeeded if the British had failed to secure the assistance of the powerful Iroquois League of Indian tribes, according to the American historian Channing,⁶ who comments on the imaginative ability of the English General who won the regard of his strange allies by sending a party of their chiefs to visit Queen Anne. In even more difficult conditions, opposed by a powerful alliance between the French governor Dupleix and a native confederacy headed by the Nabob of the Carnatic, Clive was able to lay the foundations of British rule in India by the application of Dupleix's own policy in regard to the native states with a skill far exceeding that of its inventor.

In more modern times Britain has shown a remarkable aptitude in diverting purely local dissensions to courses furthering British military aims. The Middle Eastern campaigns of Allenby and Franchet d'Esperey in the late war, together with the already legendary achievements of Colonel Lawrence, offer cases in point, proving that the old skill has by no means departed.

The raising up of the Quislings, the Seyss-Inquarts, the Antonescus and the Raschid Alis is an essential and necessary concomitant of the German High Command's conception of Total War; time alone can demonstrate whether there exists any monopoly in the process. Britain can choose her point of attack, and the successful campaign in Abyssinia shows how peculiarly local conditions can be manipulated by a nation which has an infinitely more satisfactory bargain to offer her allies than National Socialism.

It is an interesting possibility, by no means unique in history, that the new form of war invented by Germany may play a major part in her ultimate defeat.

⁶ "Students History of the United States."

SEA POWER AFTER THE LAST WAR

A REVIEW OF THE AMERICAN OUTLOOK

By ADMIRAL SIR HERBERT RICHMOND, K.C.B., D.C.L.

THE central theme of a recently published work by two American writers¹ is the changing role of sea power, especially American sea power, since the outbreak of war in 1914 and during the years succeeding the peace in 1918. This seems to invite the question whether any changes have in fact taken place in the role of sea power, and if so in what manner is the object of sea-power different from what it has been since man first fought on the sea? What, too, is the "New Order," what is its object, and wherein its necessity? Were some Powers downtrodden by the principal sea Power or exposed to dangers that had not been felt in the preceding years, or had it injured the life, prosperity and development of some nations? Or is it that this "New Order" is the expression of a new orientation of policy in which sea power, instead of being the means of security of a maritime people, becomes the means of expansion and the employment of power politics?

The story, though it is told with great fairness if not with a complete apprehension of the place which sea power takes, and always has taken, in the British system of defence, does not make altogether happy reading. Was there any reason for rivalry between the British and American navies, as the heading of one section, "Great Britain—Friend or Rival," suggests? The authors show plainly their regret at the trend of events as depicted by some writers in the American press who seemed to take a pleasure in depicting Great Britain as the bully of the World and the country which has threatened the interests of the United States more often and more seriously than any other nation; and who have been wont to predict that, since war has usually been a struggle for commercial supremacy, war between our two countries must be provided against. From which it followed that such provision demanded the building of the greatest navy in the World.

While the stream of international relations was being poisoned by insinuations of this and many another kind, there were other influences at work in favour of the League of Nations; and between the two a contest arose. The World to-day is paying a heavy price for what the authors describe as the "insinuations, threats, warnings and alarms"

¹ *Toward a New Order of Sea Power.* By Harold and Margaret Sprout. (Oxford University Press, 22s. 6d. net.)

which "cast Japan and Great Britain in the role of dangerous rivals and possible enemies." Admiral Sims is quoted as taking a wider, and what may properly be called a more statesmanlike, view. Certainly, he said, if the Administration were convinced that the United States were in a more or less imminent danger of getting into armed conflict with Great Britain, or Great Britain and Japan combined, there was a justification for the expressed need of the World's greatest navy; "otherwise he failed to see why a navy second to England's was not just as adequate now as it had been prior to the war when nobody seriously contemplated challenging the naval primacy of Great Britain."

In opposition to the Admiral's view it was said the future was unpredictable. Good will and understanding were not everlasting. The only security lay in complete readiness for any eventuality, and this demanded a navy "powerful enough to win in any field of battle a naval war into which this nation may be drawn." One factor seems to have escaped the notice of those who propounded this theory of defence—a navy can fight only in those regions in which it possesses naval bases. The activities of the most powerful navy are limited to those waters in which its ships can find secure anchorage, storage and repairing facilities, as generations of British statesmen and seamen well knew. The unhappy result of these polemics was that the trust and confidence which had grown up during the Great War between the two nations whose interests so largely coincided—for peace is the greatest interest of both—were seriously undermined, and were replaced by suspicion and a spirit, on both sides of the Atlantic, which was at times not far removed from hostility. This began what the authors call "the Battle of Paris." President Wilson's "Fourteen Points" included "absolute freedom of navigation upon the seas outside territorial waters, alike in peace and war, except as the sea may be closed in whole or in part by international action for the enforcement of international covenants." Quite plainly this proposal struck at the root of all the belligerent rights recognised by statesmen and jurists of all countries for centuries. It threatened the sea Powers in particular, depriving them of the power of operating against the external sources of supply of their land antagonists. Indeed, it weighted the scales against the sea Powers—the very Powers who were most interested in the preservation of peace—in favour of the land Powers who, calling themselves the "unsatisfied" nations and complaining of their lack of territory, were those from whom policies of expansion and conquest were to come; and it removed, to a great extent, as the Declaration of London in its day had removed, one of the principal deterrents to an aggressor who could feel that his supplies were assured. The "Point" assumed the existence of a living League of Nations—a League whose members could be expected to be

unanimous in regard to acts of aggression, who would be prepared to act against that aggressor however powerful or however politically inclined towards him; who would, in fact, be impregnated with a public-international spirit which would rise superior to individual commercial interests and commit their whole strength to the Common Cause of maintaining peace. Nor was this all: it assumed also that there would be no neutrals in a future war—a belief which Judge John Bassett Moore, speaking out of his great learning, characterized as “unsound in theory and false in fact”; for there was not a single government in the World that was acting upon that supposition. In other words, the “Anglo-American impasse” was not, as the authors assert, “dissolved in President Wilson’s broadening conception of a League of Nations in which there would be no neutral Powers and hence no controversies over neutral rights.” That conception was based upon illusions, upon a disregard of existing and ascertainable facts.

To-day it is to be hoped that the many controversies, which so greatly injured the relations between the two interdependent nations, are dead. The falsity of fine-spun theories designed to prove that Great Britain could safely reduce her sea power and depend for her security upon international agreements has been demonstrated by the devastating array of facts. Manchuria, Abyssinia, Austria, Czechoslovakia, Poland, Albania, Norway, Holland, Belgium, Greece, Crete are examples of what would be Britain’s fate if she had made the surrender demanded of her.

The “New Order” was not concerned only with the relative strength of the British and American navies. Hostilities had barely ended in 1919 when the United States found their interests in the Far East threatened by Japan, who had taken advantage of the war to extend her influence and possessions in China and the Pacific Ocean, in spite of assurances given by her to the United States that her occupation of the Pacific islands would be for the duration of the war only. At the Peace Conference she demanded the transfer of the Marianas, Carolines and Marshall islands with, according to the authors, the assent of England and France, squeezed from the former in return for the co-operation of Japanese destroyers in the Mediterranean during the worst part of the submarine campaign. The American naval authorities were naturally opposed to leaving these islands in Japanese hands: but the President, though himself uneasy about Japan’s aggression in Shantung and elsewhere with its adverse effects upon American commercial interests in the East, seems to have failed to appreciate that the maintenance of those interests depended upon the security of the trans-Pacific route. The agreement not to fortify the islands might appear to remove any danger of their being used as naval bases, but the last twenty years have

made it only too plain how little any treaty or other form of undertaking is regarded as binding upon the totalitarian Powers.

One result of the Japanese expansion was a call for a "Two Ocean" American navy, for cruisers of a greater endurance, for larger submarines, and for more ships of the battle-cruiser type in answer to the Japanese battle-cruiser programme. By the end of the year 1919 a fleet nearly equal to the navy of Japan had been assembled in the Pacific, and this brought in its turn a natural demand for the development of bases in that sea. It was quickly realised that the conditions required not only better base accommodation, but also more numerous bases. The facilities at Hawaii were reported as totally inadequate, a base was needed at Guam, the Philippines were insufficiently provided. All of these developments reacted upon the relations between the United States and Japan. The explanation made by the latter that her territorial expansion and acquisitive policy were necessitated by the needs of economics and strategy had the appearance in the eyes of other Powers of being incompatible with the policy of the preservation of the territorial and political integrity of China: while the American policy of the Open Door and of furnishing herself with the means of keeping that door open were interpreted in Tokio as a threat to Japan's national existence. Hence, by the early days of 1920 there seemed every reason to believe that the clash of policies would lead to war in the not very distant future. The "8, 8, 8" Japanese building programme for 1920—eight battleships and eight battle-cruisers in eight years—was a warning of the intentions of Japan.

So the Washington Conference came into being. Its two major problems—the limitation of the number and size of battleships, and the defence of commerce against the "raider" form the subjects of two chapters in the book under review. Within the limits of the space available the authors give a very fair picture of the nature and course of the controversies concerning battleships. In the light of the experiences of the last two years in the Mediterranean and Atlantic it is interesting to re-read and ponder upon the arguments by which the size of the battleship was determined, and to realize the extent to which the size adopted was governed by the question of how to give that type of ship adequate protection against the submarine and aerial attacks. There were, too, those who argued that the submarine had driven the battleship from the sea, and others who, without going so far as that, opposed the building of a great surface fleet, on the grounds that no invasion of the United States would be possible in face of strong submarine and aerial flotillas. Thus Rear-Admiral Fullam, U.S.N., is quoted as having written in February, 1921: "with an army smaller than in 1914—yes, even without a surface navy at all—no nation could land a large army on the coasts of

the United States . . . either in the Atlantic or Pacific, if we were supplied with an efficient submarine fleet and a powerful air force." That, however, was not the view of the responsible authorities. Their reasons in support of a contrary opinion are set out on page 188. They resemble those advanced by the British at a later date. Whether recent events will alter or modify the outlook remains to be seen.

In their chapter dealing with "Sea Raiders of the Future," the authors set out, among many other important matters, the opposing views of the American and British authorities concerning the quantitative strength of cruiser and anti-submarine forces. The former took the view that, inasmuch as the decision at sea depended on the battle fleets, it was feasible to limit the auxiliary surface craft of all Powers in a fixed proportion to the capital ship tonnage allotted to each. This assumption, they say, derived directly from the teaching of Mahan. It is hard upon Mahan to saddle him with responsibility for such an opinion, for true as it is that he steadfastly advocated the principle of concentration of effort, he nowhere asserted that the direct defence of communications could be dispensed with, more especially by a country whose existence depended upon those communications. He called attention, indeed, to the two principal means of defending commerce—the capture of the bases of commerce destroyers and convoy—both of them measures involving the dispersion of force and large numbers. It is extremely difficult to understand how such a complete misreading of strategy should ever have arisen as that which assumed that cruiser forces as a whole bear a fixed proportion to battle forces. On this point the British Government of that day was perfectly clear and correct. Mr. Lloyd George explicitly instructed Mr. Balfour, "we cannot, in the face of French freedom to construct a great submarine fleet, to say nothing of the submarine and cruiser construction of other Powers, enter into any agreement fettering our liberty to build whatever number of cruisers and anti-submarine craft we may consider necessary for the maintenance of national and Imperial life." In view of this definite pronouncement the accusation made later that Great Britain, in refusing to limit her cruiser construction, was breaking the spirit of the Washington Conference, falls to the ground. Yet many unfortunate misunderstandings were subsequently to take place, and it fell to a later British Government, either in defiance or in ignorance of two centuries of experience, to abandon the principle and agree to a proportionate provision of these vessels. The result may be seen in the loss of shipping in the present war.

The influence which air power would exert upon sea warfare was recognized, though not to the full, in the discussions which arose in the matter of aircraft carriers. The authors in their twelfth chapter describe the negotiations which took place over the conversion of some of the

scrapped battle-cruisers into carriers. They recall that the British representatives appreciated that hostile air forces "constituted a grave, if still inchoate, threat to the island base upon which ultimately depended the sea power of Great Britain. Air power presented a further threat to the crowded shipping lanes in the North Sea, English Channel, Mediterranean and Eastern Atlantic." Yet it is one of the curious phenomena of these curious discussions that although attempts were made, in the form of "Root Resolutions" to take the sting out of the submarine, no attempt was made to apply a similar limitation to the action of aircraft. The persistent practice of regarding war in the air as something different from and unconnected with sea warfare, and treating the air forces in a separate compartment, has had an unfortunate repercussion upon events at sea.

The Washington Conference ended with an agreement which, for the time, called a halt to the competition in sea armaments; yet it is pathetic to re-read the optimistic declarations then expressed and to compare the expectations with the reality. Balfour spoke of a result unique in history, of the diminution of armaments, and, with the diminution of armaments, a corresponding diminution in the likelihood of armaments ever being required. Baron Shidehara extolled the treaties for limiting armaments and of the use of submarines: the countries of the Pacific were now "freed from suspicion by frankness, assured of peace by good will." How little does this find expression in the Far East of to-day where Japan is entering the fifth year of a war with China. The Italian delegate saw in the treaties the first decisive step towards eliminating the danger of future wars, and expressed confidence that no country would wish to assume the moral responsibility of instituting competition in the legally unlimited weapons. France alone showed a spirit and sense of realism: lasting peace, said M. Sarraut, would prevail, and the peril of war vanish, only when those who may still feel tempted to unleash the horrors of conflict know that they can no longer do so with impunity; it might be feared that these examples set to the World by the reduction of armaments would not in itself have sufficient virtue and force to bring peace to mankind.

Analyzing the reception accorded to the Conference the authors say that while civilian opinion was largely favourable, seeing in it a relief from burdens, the fighting Services in all countries regarded it with distrust. Not least of the causes of this distrust was "the prevailing scepticism with which navy and army men tended to view the political results of the Conference. With certain notable exceptions, they simply could not believe that pledges of non-aggression could be an effective substitute for armed force in the international struggle for power and profit." For these reasons among others it seemed to the military

mind incredible folly to surrender strategical advantages previously derived from geographic position or from actual or prospective superiority in ships and other elements of the military power. On the other hand what the authors call "the statesmen's case" was that armament competition had fostered an universal sense of insecurity leading through fear to war: the Conference ended this; the pledges of non-aggression instituted mutual confidence in place of fear throughout the vast region of the Pacific and Far East.

The introduction to this book is dated 1st October, 1940. By that date Japan had been at war with China for three years, pledges of non-aggression in great numbers had been flagrantly broken, agreements regarding limitations both of material and of conduct had been cast to the winds, neutral nations had been invaded; only the naval strength of Great Britain had saved her from the fate that destroyed other nations and it had not sufficed, shorn as it had been by this and later agreements, to prevent the loss of thousands of tons of merchant shipping. In the light of these facts it is hard to say that the distrust of the "military" men was wholly unjustified.

GERMANY'S OIL SUPPLIES ¹

HITLER'S need of oil may be very pressing, or it may be that he has realized that a long war requires him to make long-term plans for supplies. In any case oil is one of the principal objectives of his attack on Russia.

For a protracted war Germany will need much more petroleum than she is able to get from Rumania and her own coal-oil plants. Operations in the West demand an additional supply of at least 5,000,000 to 6,000,000 tons. Possibly 10,000,000 tons would not be too high a figure for the long-term civil and military requirements of the Reich and the exploited countries.

To make use of Russian oil Hitler must not only lay his hands on the Caucasus and find the oil-wells and equipment of Baku and Grozny intact; he must also be able to transport that oil to its destination—to Germany and Western Europe. It is the same problem that faced the Nazis over the deliveries which Russia promised, ever since the outbreak of the War; and it is a difficult problem.

In view of the British blockade of the Mediterranean, transport facilities between Russia and Germany have hitherto been restricted to rivers and railways. The river route from Baku or Makatch-Kala, through the Caspian Sea, the Volga, the Gorki Canal and the northern network of rivers to Leningrad and thence to Stettin, is of little use for transporting millions of tons: it involves three transshipments, the round trip takes more than two months, and the route is open only for five or seven months a year owing to the ice on the Volga. Hardly more useful for transporting millions of tons is the new inland waterway from Kherson, on the Black Sea, by way of the Dnieper or Bug rivers to Brest-Litovsk. The canal is frozen from early November until late in Spring—that is, five months at least—and it is not yet equipped for congested traffic. As to the Danube, it is carrying all it can at present, and that is only a part of the available Rumanian supplies.

By all these waterways together only a few hundred thousand tons could reach Germany. Transport in terms of millions of tons is out of the question. There remains the alternative—railway transport.

¹ This article by E. M. Friedwald appeared in *The Daily Telegraph* of 28th June, 1941, under the title "Hitler Could Not Easily Carry Off Russia's Oil." It is reproduced by courtesy of that newspaper.

Now there is no doubt that the railway system is the weakest point in the Soviet economy. Its imperfections are not entirely due to incapacity. It has not been in Russia's interests to develop communications westwards, since the greater part of her trade has moved towards the Baltic and the Black Sea. Moreover, a satisfactory railway system on the Western frontier might have given satisfaction also to an invading Power. Whatever the reasons, the fact remains that the Soviet railways towards the West are not what Hitler needs to solve his oil transport problem. Take the figure of 1,000,000 tons. The distance from Baku to Germany's old Western frontier is about 2,200 miles. Over the Russian railways a day's train journey represents on an average 95 miles. The round trip for one train, with its standard load of 500 tons, would occupy two months at least, allowing for delays by breakdown, and the loading, transshipment and unloading of the cargo. One train could make but five or six trips in a year. If Hitler wished to see 1,000,000 tons shifted he would need to make up 340 such trains and keep them continuously on the move, full and empty, for the whole of the 12 months. Neither the tank cars in Germany's hands nor the existing tracks—in their existing condition—would suffice to transport more than a few hundred thousand tons over this distance.

The most attractive solution, though in no way an easy one, would be the construction of pipe-lines to relieve railway congestion. A pipeline already links the production centre of Grozny with the distributing centres of Armavir, Rostov and Trudovaya, over a distance of some 600 miles. It would not be impossible to build up pipelines from the Caucasus to, say, Kiev or even farther. Construction over the 600 to 1,000 miles might be achieved within 15 months. Pipelines of 16-in. diameter carry approximately 3,500,000 tons a year, and it is possible now to install pipelines which carry not one single product but several products. Even so, there could be hardly any question of transporting more than some 3,000,000 tons a year, and that only after 15 months of constructional work.

The real answer to the problem of transport lies in the fact that when Russia was exporting oil on a large scale nearly the whole of it went via the Mediterranean. The Caucasian oil was carried by a double pipeline (one for crude petroleum and the other for petrol) from Baku to Batum and by another line from Grozny to Tuapse—another Black Sea port. Till recently the British blockade of the Mediterranean effectually barred the Axis countries from the Eastern Mediterranean. With the fall of Crete, however, the situation was somewhat modified, especially in respect of oil. It is known that already some Italian tankers have crossed the Eastern Mediterranean through Greek territorial waters and

have reached Italian ports. Clearly this indicates a possible loophole in the blockade, but, on the other hand, the presence of British naval forces—and particularly submarines and long-range bombers—is a continuous threat to the traffic. The tanker fleet at the disposal of the Axis in the Mediterranean can be put at 500,000 tons carrying capacity and, as the distance involved is not too great, eight to ten round trips a year might be undertaken. This means that if no opposition were encountered 4,000,000 to 5,000,000 tons could be transported by this route. It is a very hazardous route, and yet it is the only one by which quantities of the order of several million tons could be transferred from the Caucasus to Italian ports and so to Germany.

Thus, even if the Germans were able to capture the Baku wells intact, they would still be confronted with an almost insoluble transport difficulty so long as British forces control the Eastern Mediterranean.

NAVICERT AND PERICERT¹

IN an armed conflict between even great empires there are always countries which desire to be genuinely neutral in order to pursue their peaceful endeavours undisturbed. One aim of international law has been to facilitate relationships between such neutrals without interference from belligerents.

At the beginning of the present European conflict, Great Britain established a system of cargo inspection which was conducted either at the port of loading or at certain designated contraband control stations in order to facilitate the inspection of neutral shipping. To be sure, such inspections are aimed to prevent contraband from reaching British enemies, but once an inspection certificate, or "navicert," is issued it is assumed the ship will not be stopped and searched on the high seas by men-of-war of Britain or her allies. While such a "navicert" does not guarantee immunity from visit and search, it does permit considerably more freedom for ocean-going ships of neutrals.

Transporting enemy persons in neutral ships has presented a problem in almost every conflict between large belligerent states. As an attempt to solve the problem, would it not be possible to issue certificates in a neutral port guaranteeing careful inspection of belligerent as well as neutral passengers? Would not such certificates, to be called "pericerts" (a term coined from the related "navicert") smooth the relationships between neutrals and belligerents by eliminating one source of probable friction?

A neutral merchant ship may perform a distinctly unfriendly service by transporting persons attached to the military or naval services of a warring state. The carriage of such persons, as differentiated from contraband, has been termed unneutral service and has been dealt with as a separate problem by an aggrieved belligerent. Enemy persons thus carried, although not actually contraband, are under many circumstances of far more value to the enemy and the furtherance of his plans than material contraband goods. In order to prevent the enemy from benefiting by such indirect unneutral service, the opposing belligerent is faced with the double task of intercepting such persons en route and penalizing the neutral carrier. Consequently, specific treaties between governments, the law of nations, and various national instruc-

¹ Reproduced from an article by Lieutenant-Commander Frederick J. Nelson, U.S.N., in the June issue of *United States Naval Institute Proceedings*.

tions governing warfare, recognize the right of a belligerent to intercept and exercise control over certain enemy persons on a neutral ship encountered on the high seas where there is a definite connection between the individual and the armed services of his country.

According to the common practice of most maritime Powers before the last war, neutral merchant vessels carrying persons actually in the services of the enemy were liable to be condemned whether this transportation was done knowingly or in bona fide ignorance. The carrier was committing an offence analogous to the carriage of contraband and an analogous treatment was accorded. This situation was accepted in the unratified Declaration of London and was summarized earlier in the resolutions of the 1896 Institute of International Law at Venice as follows: "The transportation of troops, military men, or military agents of an enemy is forbidden The prohibition does not extend to the transportation of individuals who are not yet in the military service of a belligerent, even though their intention is to enter it or who make the voyage as simple passengers without manifest connection with the military service."

In 1807 the American ships, "Orozembo" and "Friendship," were captured by Great Britain and condemned for attempted carriage of belligerent armed forces, even though the captain of the "Orozembo" was ignorant of the delinquency. At that time Sir William Scott went so far as to state what might be present opinion, when he wrote: "If the service is injurious, that will be sufficient to give the belligerent a right to prevent the thing from being done or at least from being repeated."

During the Russo-Japanese War, the neutral "Nigretia" was condemned for attempting to carry an escaped captain and lieutenant of a Russian destroyer into Vladivostok. The well-known case of the "Trent" (1861) showed that neutral vessels may carry unhindered on the high seas bona fide diplomatic agents sent by the enemy to a neutral country although this is doubtful in the case of quasi-diplomatic characters or political agents. The extensive correspondence between Mr. Seward, Secretary of State, and Earl Russell—British Foreign Secretary, betrays confusion of thought as to what individuals were legally subject to belligerent interception whenever the exigencies of the situation made seizure desirable.

According to the unratified Declaration of London (1909) neutral merchantmen rendered unneutral service only when they carried enemy persons who were already actual members of the armed forces of the enemy, and it also made clear that reservists who were returning to enemy country for the purpose of joining the armed forces were *not* among the

classes of enemy persons which a neutral might carry without risking punishment for rendering unneutral service.

The rules formulated by the Declaration of London have never been ratified by the Great Powers and thus they are open to the interpretation or the disregard of individual states, in which case the former customary rules apply. Moreover, in 1915, in the case of the neutral Spanish "Fredrico," carrying home a number of German and Austrian reservists to join their respective regiments, the French Prize Court of Appeal decided, in opposition to the Declaration of London, that such reservists on their way home from abroad were to be considered "incorporated" or "embodied" in the army of their respective governments. As such, they were subject to detention and the ship subject to condemnation as a good prize for performing unneutral service. Following this decision Great Britain and France, basing their actions at first upon their own interpretation of Article 47 of the Declaration of London and later as acts of reprisal against Germany, continued to take from neutral merchant vessels persons of enemy nationality who were not actually incorporated in the enemy armed forces.

In February, 1916, the British removed 38 enemy subjects from the neutral U.S. steamship "China," which brought the following sharp protest from Secretary of State Lansing: "... Even assuming that all persons taken from the S.S. "China" were of "military character" the Government of the United States does not admit that they may be arrested and seized on the high seas from an American vessel flying the American flag, for, as has hitherto been reiterated by the Government of the United States, such seizures are without justification in international law."

However, the British continued to follow the practice of capturing and removing belligerent subjects from neutral vessels without capturing the vessels or sending them in for adjudication, but in so doing risked a break with powerful neutrals. It has been estimated that during the last war allied cruisers stopped and boarded 64 neutral vessels and took off more than 3,500 subjects of the Central Powers without finding it necessary to take the various vessels into port to make such seizures lawful. They based the validity of their actions upon the fact that the obligation of compulsory military service was imposed upon these men by German law, and that they were all potential if not actual members of the armed forces. It was argued, and the facts seemed to prove the point, that German civilian airmen en route to their country, whether pilots, navigators, engineers, mechanics, or meteorologists, are such valuable personnel that to permit them to reach their destination would be to augment the enemy's armed forces. Furthermore, in the recent

past, enemy subjects often lacking any military character have been frequently sent to neutral territory in order to participate in measures which aid in the successes of the military forces of their own country. For this reason it has been argued that the right of interception of enemy persons should not be limited solely to those specifically destined for military service or to those en route to a hostile port.

This same policy of removing belligerent subjects from neutral vessels has continued in the present European war, with the incident of the "Asama Maru" as an outstanding example. On 21st January, 1940, a British man-of-war forcibly removed 21 of 50 Germans from this Japanese merchant vessel when only 30 miles off the Japanese coast. The Japanese Government, in spite of the fact that it had stopped and searched over 190 British ships in Far Eastern waters since 1937, protested on the grounds that the Germans were not in the armed forces of their country and therefore not subject to seizure while on a neutral merchant vessel. The British claimed the right of visit, search, and removal on the ground that although the Germans "were not in the peace-time strength of their country's armed forces, they are under a legal liability to serve and are actually on their way to take their place in the ranks. . . . This obligation of military service is imposed upon them by law. . . ." Thus the practice of capturing these reservists was in retaliation to the German code.

The outcome of this incident was a compromise. Nine of the Germans were released to the Japanese with the British "reserving all their legal rights," while the Japanese government instructed its shipping companies to refuse passage in the future to any individual of a belligerent country "who is embodied in the armed forces or who is suspected of being so embodied." In pursuit of this policy, the Japanese steamship line, "Nippon Yusen Kaisha," recently refused transport across the Pacific from San Francisco to four German citizens of military age formerly employed by a commercial air service in Colombia. These German aviators finally obtained passage on the SS. "President Garfield" of the American President Lines. At 14.22 on 29th April, 1941, the Canadian auxiliary cruiser "Prince Robert" signalled the "President Garfield" to lie to on the high seas, whereupon she was boarded first by a Canadian naval Commander and later by two other officers and men all with side arms. They arrested and removed the four German nationals. Safe passage across the Pacific had been accorded previously to "German invalids and men of non-military age" by Great Britain, but the four German aviators involved in this most recent incident would not have fallen in either of these categories had they applied for a safe-crossing permission.

These international incidents indicate that the recent belligerent practice of removing enemy subjects from neutral vessels on the high seas is completely at variance with established and hitherto respected principles of international law which even permitted reservists and other enemy persons not connected with the armed forces safe passage. The fact that the military codes of certain countries make all citizens, both men and women, liable for active or supplementary military service in time of war changes the situation and seems to indicate a need for modifying the old and possibly outmoded law. The British argument as to the potential value of all able-bodied men of military age is valid. Since it would be long, costly, and likely to antagonize a powerful neutral to send in for adjudication neutral ships carrying such persons, some sort of legal and official compromise, as was effected in the "Asama Maru" case, seems logical.

It is impossible for a single belligerent state, or even two such states, to modify or nullify by any domestic law or practice the obligations which it owes a neutral state under the rules of international law. Hence the general situation at present, with Great Britain apparently attempting to accomplish this very thing, is far from satisfactory. As the situation now rests, British and Japanese naval officers search for and remove all able-bodied enemy subjects of military age who may be found on neutral vessels, and their respective governments sanction and defend such a policy and practice.

A United States naval officer, however, is bound to observe the rules of international law to which this Government has given unequivocal adherence, and which are reiterated in the 1917 *Instructions for the Navy of the United States Governing Maritime Warfare*. These instructions, like the German Prize Code of 1915, exempt reservists or other enemy citizens in neutral vessels from seizure on the high seas by belligerent forces unless they are actually incorporated in the military force of the enemy. These instructions would make it impossible for officers of a United States ship to remove enemy citizens, men or women, reservists or those eligible, willing, or even eager for military service, trained aviators or others in professions highly valuable to a belligerent nation, from a neutral merchant ship while such persons were en route to their homeland to enter military service and, in a matter of days, to become part of the armed forces of their country and thus actual enemies.

With modern wars conducted on a scale and with an intensity hitherto unknown, the serious question arises concerning the expediency of extending the protection of a neutral flag to persons or classes of persons known to be of potential service to the enemy and of potential danger to ourselves. The wisdom of these sections of *Instructions for the Navy of*

the United States Governing Maritime Warfare is now open to question, and even the principles of international law upon which these instructions are based are open to conjecture. A distinct departure from the old conventional point of view was introduced in Article 37 of the 1923 "Proposed Rules for Aerial Warfare," which states that "Passengers are entitled to be released unless they are in the service of the enemy or are *enemy nationals fit for military service*, in which case they may be made prisoners of war." This is the point of view held by the majority of world Powers possessing the sea strength to enforce their will, and it is probable that modifications will be made eventually in the international law itself. But, until all nations may meet again in peace to revise this ruling, some workable interim compromise is desirable which will not offend neutral states by interfering with their commerce and which will insure belligerent states that streams of man power are not supplementing enemy forces by way of neutral shipping.

Two methods by which this problem of enemy persons on neutral ships may be solved are by prohibiting neutral ships from entering war zones, as the United States has done since the outbreak of the present European conflict; or by instructing masters of merchant vessels to refuse passage to all citizens of a belligerent country who are liable for military service, as Japan has recently done. A third method would be to establish some working arrangement whereby certain classes of belligerents could complete their voyages on a neutral ship without interception. This could be accomplished by issuing a certified document verifying the status of a ship's passengers and personnel by authorities in the neutral port. Such authorities could be the duly recognized diplomatic or consular officials of the belligerents in the neutral states. Certification agreed upon, the document could be placed in the hands of the Master of the neutral ship and exhibited to any boarding officer of a belligerent man-of-war.

This document, or "pericert," would permit and facilitate the passage of persons considered questionable—much as the navigation-inspection certificate, or "navicert," now functions in regard to shipments of cargo. Once the goods on board have been certified by a belligerent as not contraband, the ship is permitted to proceed to its neutral or unblockaded destination, showing its "navicert" to other allied belligerent searchers as need arises. In the same way, a "pericert" would prevent detention of the ship or removal of the passengers while the latter are under the protection of the neutral's flag. In addition, and unlike the "navicert," if all the belligerents approved a "pericert" for a passenger, it would assure his safe passage and would at the same time insure the belligerents that the enemy was not receiving reinforcements by way of neutral ships. On the other hand, if belligerent passengers

embarked or were permitted to embark by a shipping company without a "pericert," both they and the ship could expect harsh treatment if apprehended.

Such a plan would call for co-operation between belligerent authorities. But if the "pericerts" facilitated neutral intercourse and increased respect for the neutral flag, it certainly should be worth the effort of the neutral to obtain them.

MILITARY DEFENSIVE TACTICS

By CAPTAIN W. R. YOUNG, M.C., Royal Artillery

BETWEEN the Offensive and the Defensive there is a truceless war and the battleground is not only a material one. There are Offensive and Defensive schools of military thought. Moreover, political considerations have their influence and the "haves" and small nations tend naturally to favour a defensive, the "have-nots" to favour an offensive strategy.

This paper will not discuss the larger aspects, but will study defence as a tactical problem. Even in the most offensive strategy the necessity for defence will arise.

The object of defence is to stop the enemy.

Some theories of defence envisage the sacrifice of outposts "to the last man and the last round"; others advocate retreats "*pour mieux sauter*"; but these are counsels of despair. They start with the presumption that the enemy cannot be stopped, but merely delayed; and they depend for their success on the counter-offensive which will restore the situation. They are unfair to the outposts in the one case and, in the other, are open to the objection that withdrawals "according to plan" often become routs.

A proper policy of defence takes as its motto "*J'y suis, j'y reste*" or "*No pasaran*" or "Not an inch!" and aims at stopping the attack at the outset.

The surest way of stopping the enemy is to destroy him, but the object can be achieved by less drastic means. Obstacles, for instance, can make a defile impassable or a position impregnable; and, against ordinary odds, the defenders can stop the enemy with spears—or bayonets. But the most generally available means of defence is fire. Small arms or artillery can pin the enemy to the ground which he is occupying or can set up an impenetrable barrier of bullets and shell splinters across his path of advance.

To an unsupported infantry attack rifles, automatics and machine-guns provide the complete answer. But we are fighting Germans, not Dervishes, and Germans do not charge British squares with spears—or bayonets.

At this point someone will murmur, "Ah, tanks!" and will proceed to deplore our lack of equipment and to deploy, in his paper scheme,

what equipment we have in "anti-tank islands" to a depth of fifteen or twenty miles, and to inscribe "Stay put!" on his banner. But this, it is suggested, is to misread all the lessons of the war.

The Germans have offensive tactics which do not depend on tanks. They are based on two principles—infiltration, and fire and movement.

Without going into greater detail it can be stated that infiltration overcomes the defensive power of small arms by the use of ground and darkness, artificial if necessary. Fire and movement overcomes it by neutralizing it till the infantry is within assaulting distance. It is these tactics that make the break in the defences; and then the tanks, like the cavalry, go through. The infantry tank idea is British and French, not German. And, anyway, tanks though invulnerable to ordinary small arms can be stopped by anti-tank rifles.

Infiltration is a process of slipping through the defences in small parties. A defensive lay-out of detached posts invites this method of attack, and our adoption of that system is based on a misconception, as will be seen if we examine its origin and object.

The system of holding detached posts instead of a line was invented by the Germans in late 1916 to counter our *linear* methods of attack. It was one of the policies of despair, and the Germans were prepared to sacrifice their outposts in order to delay our advance till their shock troops should be able to deliver their counter-attack.

The objects were two-fold. By holding the forward positions lightly the loss in prisoners would be lessened; by holding them in dispersed groups (artillery formation) casualties from the creeping barrage itself would be reduced, and there would thus be survivors to harass our advancing troops.

But the Germans do not attack in line, nor are they particularly fond of, or successful with, artillery-supported attacks. Their infiltration methods can best be countered by confronting them with a *continuous line*. That will, at least, force them to *make* the gaps in our defences instead of finding them.

It may forestall objections if it is pointed out at once that a continuous line does not mean a straight line, nor does it mean a heavily held line. Since a section will be enough to stop an unsupported infantry attack, and even a battalion will be helpless against one that is supported by covering fire, the arguments in favour of holding all lines lightly seem to be strong.

The tactics by which the movement of assaulting troops is covered by neutralizing fire from other troops or arms are not new; but the methods favoured vary from army to army and from time to time. "The

neutralizing may be done by artillery, machine-guns or dive-bombers ; and the success of the tactics depends on how close the attacking troops can keep to the covering fire.

Artillery can be employed in this way in most situations, and this arm achieved notable success in the last war with its creeping barrage. Machine-guns can produce a more sustained covering fire than artillery, but their flat trajectory presents problems. Where fire can be arranged from a flank, and the barrage can be switched sideways for the "lifts," the tactics may be successful ; but such conditions are found oftener on the blackboard than on the battle ground. Where the fire is overhead it can only have a limited efficiency, since it must be at least four hundred yards ahead of the assaulting troops.

But the Germans have evolved an improved technique for attacks thus supported. They send their infantry forward in narrow columns between broad lanes which are swept by machine guns firing frontally, yet as close to the advancing troops as a flanking barrage. No doubt they ensure that all our detached posts are included in the bullet-swept lanes, so that the assaulting columns have a care-free passage.

The third type of covering fire, dive-bombing, should have a paragraph to itself ; not for its intrinsic merits, but because it is new and has given rise to a great deal of discussion and to some false theories.

To say that the dive-bomber is the modern long range artillery or that its appearance on the battlefield has relegated the artillery to the museum is to claim too much. And any policy based on such statements must be wrong. An examination of these claims will be found in Appendix "A," but for present purposes the function of the dive-bomber with which we are concerned is that of providing covering fire for a high-speed attack.

Owing to the wide danger zone of its bombs, the attacking troops cannot keep close to this form of fire. But if the troops are mounted on motor-cycles or in armoured cars or light tanks which can travel 450 yards in a minute (about fifteen miles an hour) they can cover the width of the danger zone before the defenders have shaken off the blinding, deafening and moral effect of the bombs.

In France the assaults were delivered by motor vehicles ; in Crete by parachutists who, since a jump takes from four and a half to ten seconds, can be classed among the high-speed attackers.

The dive-bomber, then, as a source of covering fire, presents the same problem for the defence as other agents.

That problem is how to impose a delay between the impact of the shells, bullets or bombs of the covering fire and the arrival of the

assaulting troops, since, if it must come to hand-to-hand fighting, the defender should be given time to get ready.

Obstacles such as wire are liable to be destroyed if the covering fire is shells or bombs ; so we are driven to our last resource, the barrage of defensive fire. And this defensive fire can only come from troops on the flanks or in the rear of the position attacked. Further, since the flanks of the objective will never be neglected in the covering fire plan, and since overhead machine-gun fire has limitations which have already been mentioned, the bulk of the defensive fire task will fall to the field artillery.

In the last war the " S.O.S. barrage " was a standing feature of all defence plans. Zones covering the whole front were allotted to batteries, S.O.S. lines were the normal lay of the guns when at rest, and the artillery sentry's primary duty was to watch for the rocket signal. So that, even when the covering fire was perfect, an assault was a formidable undertaking for the enemy. It does not seem to be so to-day.

A perfect barrage will stop a perfect attack, and in our search for perfection we should look out for the following qualities in our defensive fire. It should be :—

(a) *Immediate.* If it opens late it will stop the second or third wave of the attack and so isolate the troops who have gained a footing in our position ; but the initial defeat and the necessity of recovering the ground will involve the defence in losses which might have been avoided.

A barrage is better late than never, but better early than late.

(b) *Close.* A barrage which comes down 250 yards in front of our position may have the same defects as one that starts too late. The leading enemy troops may have worked their way inside the defensive fire curtain before the attack proper is launched. In the last war, when shrapnel was used for the S.O.S. barrage, the risk of " shorts " was cheerfully accepted by the infantry. Too close was considered better than too far. With 25-pr. high-explosive the safety margin must be taken into account. But this type of shell has compensating advantages.

(c) *Persistent.* One school of thought advocates that defensive fire should be in bursts separated by short intervals of quiet. This is useless against a determined attack, for a lot of ground can be covered in the intervals ; and the enemy may well be inside our curtain when the next burst comes.

(d) *Impervious.* That there should be no gaps in the barrage goes without saying. But this is usually taken to mean gaps in space. Gaps

in time, however, are just as important, for anybody can run through a barrage if it is slow enough.

Our aim is to cover with fire a belt of ground so deep that it cannot be crossed between the fall of one shell and the next, and a little study of the subject will enable us to economize ammunition and so to prolong the usefulness of our fire.

A 25-pr. shell may be taken as covering a rectangle 100 yards by 400 yards—the shorter distance being the zone of the gun, the longer distance the lateral spread of the splinters. With a frontal barrage an attacker must be prevented from advancing 100 yards between shells; so the rate of fire should be three rounds a minute. But if it is a flanking barrage the attacker has 400 yards to cross; so that a rate of one round a minute will suffice.

Further investigation of this subject can be pursued in Appendix "B."

Since it has been shown that the artillery is the sole means we have of stopping a properly mounted fire and movement attack, it follows that the artillery must be free to do its job and must look to the other arms to protect it from infantry or parachutist attack on its positions. The gunners must be at the guns, not manning the hedge with rifles; the sentry must be looking out for the rocket in front, not for the parachutist in the rear.

If a tank comes through, the gunners can deal with it; and they can take on the low-flying aeroplane. But they should not be exposed to being stalked by riflemen. The dispositions of the reserve infantry can be made to fit in with this necessity of guarding the battery positions, so that there will be no waste of man power. And the result may well be that the reserves will never be used.

The German is a resourceful soldier and, if thwarted by our defensive fire, he may depart from his normal practice and send in his tanks in the first wave of the assault. They will probably be preceded by dive-bombers, so once again the front line troops can be ruled out as effective stoppers, even if we gave them a vastly increased scale of anti-tank rifles or guns. And our artillery barrage will not avail, since only direct hits—and not all of these—can stop tanks.

We appear, at first sight, to be placed under the unfortunate necessity of sacrificing our forward troops. But the position is not as bad as that. The tanks will not linger in our front lines, but will push on—to be dealt with by our anti-tank guns and rifles and, in the last resort, by our field artillery. Then will come the lorried infantry of the Panzer division to mop up and occupy our positions, and these, whether supported by covering fire or not, can be stopped by the methods already described.

It would be a mistake, therefore, to go all anti-tank in our artillery policy and to neglect the primary task of the field artillery in defence, which is to *protect the infantry when they cannot protect themselves*.

It may be argued that since the covering power of the 25-pr. is so great we can afford to detach a proportion of our field artillery for a primary anti-tank role. It would surely be better to increase the number of our 2-prs. or to bring in new—or old—types of field gun firing fixed ammunition to deal with the menace of the break-through by tanks. The 25-pr. for anti-tank work is best regarded as a last resort.

The details of anti-tank lay-out cannot be discussed here, but it can be stated that the principle of Defence in Depth is of vital importance, and suggested that, for reasons given, it is inadvisable to site anti-tank guns in the front lines.

The following points should be noted by those who tend to make a bogey of the tank :—

- (a) Tanks can be stopped by obstacles the crossing of which demand Engineer services ; for Engineers are not bullet-proof.
- (b) Tanks are dangerous when they can operate on a wide front, but they can easily be held up in a defile. Therefore tanks are not a serious menace except in " tank country."
- (c) Even in " tank country " an anti-tank gun will probably account for two, and possibly for three, tanks which approach it simultaneously in line—and for dozens which come up in file.
- (d) There are a great number of devices for dealing with tanks at close quarters.
- (e) Tanks are blind, suspicious and timid. They can be avoided, bluffed or frightened away.
- (f) The major part of their effect is moral.

CONCLUSION.

The recommendations put forward in this paper are few in number ; but it has been necessary, in view of " mobile " theories, to support them with considerable argument in favour of the static (which is surely the ultimate aim of defence). They are :—

- (i) that continuous lines are the proper answer to infiltration.
- (ii) that artillery provides the best protection against a fire and movement attack.
- (iii) that gunners should be gunners.
- (iv) that battery positions should be regarded as key points in the Defence in Depth lay-out.
- (v) that tanks are overrated.

Tactics are in a fluid state in this war, and new methods of attack will call for new measures of defence. The defence herein described is designed to meet the German methods of to-day.

The Germans, as is natural to a "have-not" nation, have concentrated on the offensive in their military training, and they have evolved tactics which are excellent in theory and have proved successful in practice. But that is not the end of the story. The attack, as always, has posed the question; it is for the defence to supply the answer.

APPENDIX A

DIVE-BOMBERS

AS LONG RANGE ARTILLERY

For anything within its range—and anything beyond is not an artillery target—artillery can perform the task better than the dive-bomber, because it—

- (i) is more accurate;
- (ii) is less vulnerable;
- (iii) can function at night—which is the best time for harassing fire;
- (iv) can maintain its fire for long periods.

COUNTER-BATTERY

Owing to its inaccuracy and its inability to maintain its fire, the dive-bomber, as compared with artillery, is inefficient whether as a destructive or as a neutralizing weapon. And again, it cannot operate at night.

COUNTER-PREPARATION

As above, with the note that Counter-Preparation against an attack expected at dawn must be at night.

DEFENSIVE FIRE

The wide danger zone of the bombs makes a *close* barrage impossible. It is obviously difficult to produce defensive fire from dive-bombers *quickly*. A defensive fire barrage is often called for at night.

CLOSE SUPPORT IN ATTACK

The fact that infantry would have to keep 400 or 500 yards behind the bomb-line makes a bomb barrage useless for an infantry attack. For the same reason, the dive-bomber cannot support minor operations like the attack on a strong point which is holding up the advance of our infantry.

THE FUNCTION OF THE DIVE-BOMBER

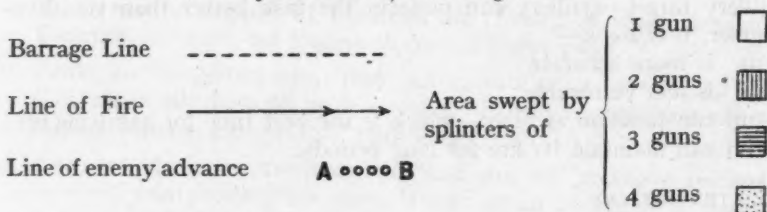
A high-speed attack can get over the difficulty of space and time referred to in the paragraph above. The dive-bomber, therefore, can be used as close support for attack by tanks, armoured cars or motor cyclists. It is to be noted, however, that the Germans are now inclined to support their Panzer thrusts with assault guns mounted on tank tracks. But the dive-bomber is still the only source of covering fire for a parachutist attack on defended localities.

APPENDIX B

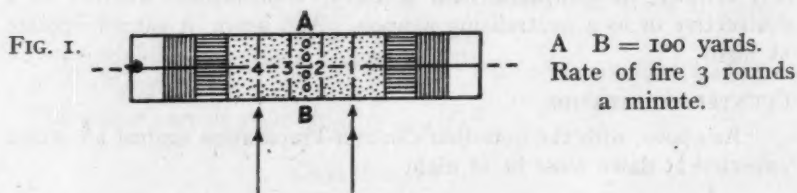
THE IMPERVIOUS BARRAGE

It is assumed that the lateral spread of splinters from a 25-pounder shell is 400 yards and that the backward and forward effect—including the zone of the gun—is 100 yards.

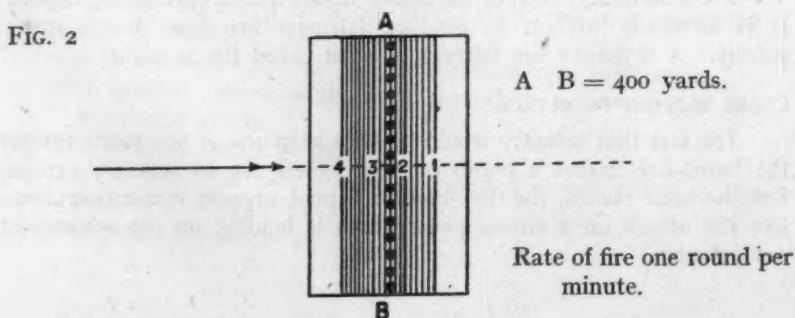
Symbols used in the diagrams



Frontal Barrage. Guns at 50 yards interval



Enfilade or Flanking Barrage



When line of fire makes an acute angle with Barrage line

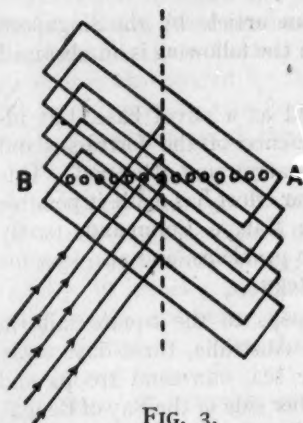


FIG. 3.

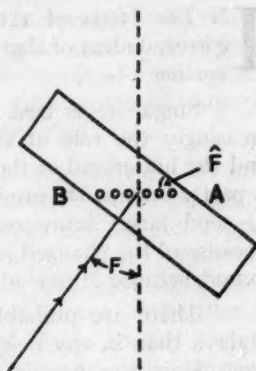


FIG. 3A.

Fig. 3A illustrates the direct crossing of the area swept by a single gun. It will be seen that $A B = 100 \operatorname{cosec} F^\circ$ if F° is the angle between the line of fire and the barrage line.

With a number of guns firing (Fig. 3) $A B$ is longer, and a longer formula is required. But formulae are apt to bore the fighting soldier—as perhaps here. The practical Gunner will probably decide to stick to the frontal barrage, with his two middle guns cocked up 50 yards. That would give the enemy a rather longer run for his life.

SINGAPORE OF TO DAY

IN *The Times* of 11th June appeared an article by the Singapore correspondent of that newspaper of which the following is an abridged version¹ :—

"Singapore is best known to the world as a naval base, but increasingly the role of the Army in the defence of the fortress-island and the hinterland of the Malay peninsula is attracting attention. This is partly because the growth of the Empire war effort has made it possible to send large Army reinforcements to the Malaya Command, partly because of the changed nature of the defence problems, and also to some extent because of new ideas of military strategy.

"There are probably more trained troops to the square mile in Malaya than in any neighbouring country. Australia, three days away from Singapore by air and a fortnight by sea, can send troops and munitions almost as easily as India on the other side of the Bay of Bengal, but only with the arrival of the first Australian Imperial Forces did the full significance of these facts dawn upon the public. Now that the A.I.F. is in Malaya, however, together with British and Indian reinforcements, and the R.A.A.F. is ready for a big share in the Malayan work of the R.A.F., Australia is regarded as a main source of the strength of Singapore. From the Commonwealth can come, if necessary, a constant stream of trained men and modern equipment. To-day Australian troops may be seen almost everywhere. They have taken the country by storm. Among Malays, Chinese, and Indians the name 'Aussie' is synonymous with a gallant, courageous, determined and unconventional soldier.

"The camps in which the Australians are accommodated have all been built within a few months. They are usually wooden huts with *attap* (palm tree thatch) roofs, and afford the maximum protection from rain and sunshine and are exceptionally cool. The welcome accorded the men was tremendous. When one unit was moving from one part of Malaya to another an Australian planter entertained 500 at a point half-way on their journey. They have quickly made friends with British, Indian, and Malay troops, and with civilians of all communities. As they brought with them hundreds of trucks and lorries, stores of all kinds, and complete equipment, no additional strain has been placed on the administrative services of the Malaya Command.

"In Singapore itself the task of the Army is threefold. First there is the defence of the fortress by means of coastal batteries, both long-

¹ Published by courtesy of *The Times*.

range guns and artillery of smaller calibre. Then there is the anti-aircraft defence of the town areas, docks, and such military objectives as naval and air bases and army cantonments. Third comes the defence of the beaches from machine-gun posts against any enemy who might attempt to make a landing on the coast. The maintenance of internal security is also shared by the Army; and, in the event of an invasion, the enemy must be attacked wherever he might gain a foothold—a most unlikely event unless all the first-line defences were overcome.

“The coastal artillery of Singapore has long been famous. No one harbours any doubt of its ability to keep off sea-borne attack. Similarly the anti-aircraft batteries, manned by both British and Indian troops, are being constantly strengthened, and could deal with the most formidable air attack. Mobile anti-aircraft batteries and searchlight units would in an emergency provide protection for all parts of the island. Beach defence is a specialized duty, the role of highly trained troops. Barbed wire entanglements almost all round the island, with concrete ‘pill-boxes’ at intervals, are evidence that this form of protection has not been neglected. Peace-time exercises, when troops attempted to land from shallow-bottomed vessels, proved the efficacy of the measures taken in the past eighteen months.

“Many of the troops are not stationed in Singapore, but in the Malay Peninsula, which, in accordance with the official announcement at the end of last year, has now been put in a ‘state of defence.’ As a result one meets troops in all parts of the country, often in the most unexpected places. There are troops on the East coast, with its wide sandy beaches facing the China Sea; troops on the West coast facing the narrow Straits of Malacca, opposite Sumatra; troops in Penang and other parts of North Malaya; troops in the southern Malay States. British, Indian, and Malay troops, reinforced by the Volunteers of the Straits Settlements and Malay States and the Johore Military Forces, have as their task the protection of the peninsula, the ‘back door’ approaches to the Singapore base.

“To understand their task one must appreciate the nature of the country in which they train and in which they would operate in the event of war. Only the western side of the peninsula is at all developed. Most of the towns, the main railway lines and roads are concentrated there, the trunk roads running North and South from Kedah and Province Wellesley (with the island of Penang linked with the mainland by a ferry) to Johore Bahru, which is linked with Singapore by a causeway. In the West coast area, as far inland in some districts as 100 miles, are situated most of the rubber and coconut plantations, most of the rice fields and other forms of cultivation. The tin mines also are on the

West, chiefly in the Federated Malay States of Perak and Selangor. A mountain range runs down the peninsula like a backbone. It is for the most part covered with jungle which stretches for miles over high hills towards the East coast. The East coast region, comprising the unfederated Malay States of Trengganu and Kelantan, and parts of Pahang and Johore, is least developed.

"Jungle still covers most of Malaya, and vast areas are almost unknown except to forestry workers and surveyors.

"During the past few years the science of jungle warfare has been closely studied. All troops in Malaya to-day are highly trained in this form of fighting."

The Times of 11th June also reported a broadcast from Singapore by Vice-Admiral Sir Geoffrey Layton, Commander-in-Chief, China. He declared that the naval base would be ready next day to cope with any fleet likely to require hospitality. He also said that the possibility of its use by an Allied fleet had been taken into account in planning works of large dimensions which were at present in progress, and materials from the United States were being used.

The War's progress in Europe, he added, had shown that the defence of sea and land bases against air attack was of primary importance, and this aspect of the defences of the naval base had not been neglected. Recently men and guns from the United Kingdom had arrived to strengthen the defences of the base, and preparations for the arrival of the Fleet Air Arm had been made. This arm would arrive immediately in the event of hostilities spreading to Malaya.

Sir Geoffrey Layton said that the base was most important strategically. Combined with the bases at Hong-kong and Darwin, it was the greatest deterrent to an aggressor, and he considered that the potential strength of the Navy in the Pacific, made possible by these bases, was a great stabilizing factor. Evidence of material assistance from the United States was seen in fighter aircraft such as the Brewster Buffaloes and medium and heavy bombers that were daily flying in Singapore skies, while a wide variety of other essentials was pouring in from America under the Lease and Lend Act.

WELFARE IN THE ROYAL AIR FORCE¹

By GROUP CAPTAIN F. C. HALAHAN, C.M.G., C.B.E., M.V.O., D.S.O.

IT has been a tradition of the older Services for generations that a good officer—sometimes strict, even a martinet, but always just and thoughtful—was the officer who considered his men first. The Royal Air Force is, by seniority, in its very early youth; but there has been ample evidence in recent months—I hope you will agree—of a lusty spirit and devotion to duty not unworthy of the wonderful record of our older brothers, the Royal Navy and the Army. But in this important and vital question of welfare, too, we hope we are as alive as they are to its significance. The conditions of service, of course, vary considerably in the three Services, but the principles are the same and, although we must apply them according to our own needs and circumstances, there is much that we can do in common, to our mutual advantage. In this connection I would like to take the opportunity of publicly acknowledging the help and encouragement I have received from Lieutenant-General Sir John Brown, Major-General Willans and Captain Blacklock, R.N., in the frequent discussions it is my pleasure to have with them.

In previous days welfare was not a specialized consideration as it is now. Each officer was responsible for all that goes to make up welfare as regards his own company, division, section, party (call it what you will) of non-commissioned officers and men. These men were Regulars, and fitted into the routine of their unit—keeping regular hours for work and play, and they had ample opportunities for short leave to enable them to get away from Service life. Then the war came, with its enormous influx of civilians and the necessity that the younger officers be put on operational duty at once. The personal touch was lost. The newly-joined personnel had to be trained, and of necessity that training had to be delegated to non-regular officers, who had their hands full learning or re-learning the Service themselves and who had hardly got accustomed to Service life, or even knew their way about their own stations.

Many and varied new questions requiring replies arose following this enormous expansion, and the "little leaven" of regular officers was not enough to "leaven the whole," and so the whole question of a welfare organization came before the Air Council, and its formation was authorized.

¹An address given before the Royal Society of Arts on 18th June, 1941, and reproduced here by kind permission of that Society and of Group Captain Halahan.

The conditions of service are in many ways peculiar to the Royal Air Force and produce their own problems of organization, which are by no means common to all stations and have to be settled locally. At operational stations, personnel must always be in a state of readiness. Immediately a call is received they must act instantly. They may be away from their parent station at dispersal points. Bomber crews who work during the night must get their rest and recreation during the day. Ground staffs have to work on the machines when they come in, in preparation for the next period of duty: this cannot be regarded as a matter of convenience. The diet of flying personnel has to be planned with great care, and research is continually going on to ensure that crews get the best type of food for their particular job. The organization of meals, too, under these conditions must be carefully planned. At training-stations, flying goes on every available hour of the day; it is not practicable, therefore, to arrange things to a time-table in quite the same way as when the duty period finishes at a certain hour. Staff have to work in shifts. All this makes the planning of extra mural activities difficult. But in spite of everything, units contrive to provide relaxation of every kind for all ranks. The specialized nature of the duties tends to lessen the contact between officers and men such as can exist in the other Services, and much of what would normally be undertaken by officers as a matter of routine, falls on the shoulders of the welfare officer in the Royal Air Force.

Before I explain to you the method and organization of our work, it is important that you should understand the principles underlying it. Welfare is not a matter of entertainment, comforts or games, any more than the bombing of military targets, in preference to the German civil population, is a matter of bombs. It is an important and vital part of a general personnel policy: a policy which expects the fullest and freest acceptance of Service conditions, while at the same time giving the fullest scope for individual initiative; a policy which supplies the human interest which administrative machinery otherwise lacks. In addition to matters which come within the scope of strictly administrative business, it is concerned with morale, in which education, training, health, physical fitness, and questions of social and domestic importance to all ranks are factors.

The purpose of all policy must be to maintain the striking power of the Royal Air Force in the highest state of efficiency. Therefore operations, administration, equipment, training and personnel must dovetail in such a way as to ensure it. Of these, personnel is the controlling factor. Within reasonable limits all equipment can be treated alike, but it would be a grave mistake to treat all men alike. That is the totalitarian technique. Policy must be worked out with and through

people. Everything depends on the kind of men who initiate and direct policy in the first place, and the kind of men who carry out their instructions in the second place. Indeed, since the most perfect machine is available to any country in the world to-day, that country will survive the struggle which makes most effective use of its man-power. It is not so much the machinery as the spirit and humanity of its administration about which we should be concerned. In view of the enormous importance attached to personnel, therefore, no effort should be spared to keep it efficient, healthy and happy.

Like the other two Services we have a rapidly expanding constituency. By far the majority of the constituents are civilians who have chosen to serve at this time of national crisis in the R.A.F. Most of them are town bred, and since aerodromes must be well out in the country they have to live in an environment completely alien to them. Now it is very easy, perhaps too easy, to divide the day into "duty" and "off duty" periods, and regard them as watertight compartments. Work and play are closely related. The one has a profound influence on the other. Life, in fact, is one, and a part cannot be separated from the whole. Therefore the life of the Service man must be considered as a whole, and the officer who refuses or fails to recognize this, stamps himself in the eyes of his contemporaries as a mediocrity.

The Air Ministry Order which established the Royal Air Force Welfare organization laid down certain definite and important points: (1) It emphasized the responsibility of the Commanding Officer; (2) it made provision for a selected serving officer to act as welfare officer at stations; (3) it urged the necessity for co-operation between the station and locality, the various voluntary bodies and the County Welfare Officers. These are the practical bases of our scheme.

No-one can dispute the responsibility of the Commanding Officer for everything that happens on his station. Nothing tests the qualifications of a man to hold authority more than the way in which he reacts on other individuals under his control. No welfare scheme—or any other activity for that matter—can function effectively unless the C.O. is whole-heartedly in sympathy with it, and takes an active interest in it, because he is the ultimate authority.

The tone, spirit, discipline and general morale of a unit must derive its inspiration and expression from the top. The influence of the leader, for good or ill, will permeate the whole life of the unit, and others of lesser authority will take their cue from him.

As General Willans pointed out in his admirable lecture on Army Welfare, it places a great responsibility on officers in general and the Commanding Officer in particular, but provides a great opportunity for

promoting good relationship which, when all is said and done, is the hallmark of a good station.

It could not be expected, however, that with all the matters to which he has to attend, the C.O. could concern himself with the details of all the schemes which may be in operation at his station, and so authority has been given for the appointment at each station of an officer to act as the pivot of all these activities: he may be the padre, or the education officer, or the physical training officer, or whoever at the discretion of the Commanding Officer is considered most suitable for the job.

This appointment should be made with special care, because he must have ideas and the necessary drive and determination to get things done. In addition to all this he should be a good mixer, a good listener and a good organizer. The qualifications are so exacting that there may be a case for the appointment of officers for these duties exclusively. There is plenty of experience to support such a proposal.

In addition, each station is urged to appoint a Welfare Committee in order to ensure co-ordination and prevent overlapping. The work calls for considerable enthusiasm, initiative and patience. A sense of humour and the capacity to suffer fools gladly is equally necessary.

They are instructed to get in touch with local welfare officers and committees as soon as possible and there are numerous cases where this co-operation has been extremely valuable in many ways. We are, in fact, extremely grateful to all the County Welfare Officers for the interest they take in our activities and especially in small units. There are considerable numbers of small detachments scattered about up and down the country—many of them in very isolated positions, and although everything is done to make life as tolerable as possible, we know that the personal interest of the County Welfare Officers is greatly appreciated.

Another important aspect of our relations with the public is private hospitality. It must be confessed that this has not been an unqualified success. There are, of course, psychological and social reasons for this. With all the goodwill in the world it is a strain to maintain courtesies of communal life under the happiest conditions, but where the parties concerned have little or nothing in common it is more than human nature can stand. Rationing doesn't make it any easier. On the other hand, the men have enjoyed a considerable amount of entertainment in the way of dances, parties and concerts to which they have been able to make some contribution. It cannot be emphasized too strongly how valuable this is in maintaining morale, and how it makes all the difference between wisdom and folly during off-duty periods.

Through the voluntary bodies, and E.N.S.A., we have been able to secure facilities which would otherwise have been quite unattainable.

With their specialized experience and knowledge they have supplemented our own efforts, and in many ways provided amenities and services which are outside our sphere. This method of using the expert advice and experience of existing organizations has been a most valuable and valued addition to our welfare arrangements.

But with all this talented help, we are not allowing our own organization to go to sleep. A number of Air Ministry orders have already been issued authorizing schemes dealing with hostels, allowances, benevolence, dependants, education, entertainments, leave and travelling facilities, games, comforts, and the like. This is not an exhaustive list, but it gives an indication of the scope of our work.

Two organizations concerned with Royal Air Force Welfare call for special mention. The Royal Air Force Benevolent Fund was established in 1919 for the relief of distress among all ranks of the Service, past and present, and their dependants. In carrying out its objects, the Committee has assisted considerable numbers of people who would otherwise not have known where else to look for help. In addition to relief, the Fund administers Vanbrugh Castle School, provided to give the sons of deceased airmen a home, education, and eventually a start in life. It is also responsible for the running of Rooks Hill House—presented for use as a home for the children of officers and sergeant pilots killed flying.

The Royal Air Force Comforts Committee deals exclusively with woollen garments, musical instruments, wireless sets, indoor games, gramophones and records, books and magazines, cigarettes, toilet accessories, and working in co-operation with it are hundreds of knitting parties who knit up wool provided by the Committee, which, together with some supplies obtained through trade channels, meet the increasing demands of the Service in the most generous and efficient way.

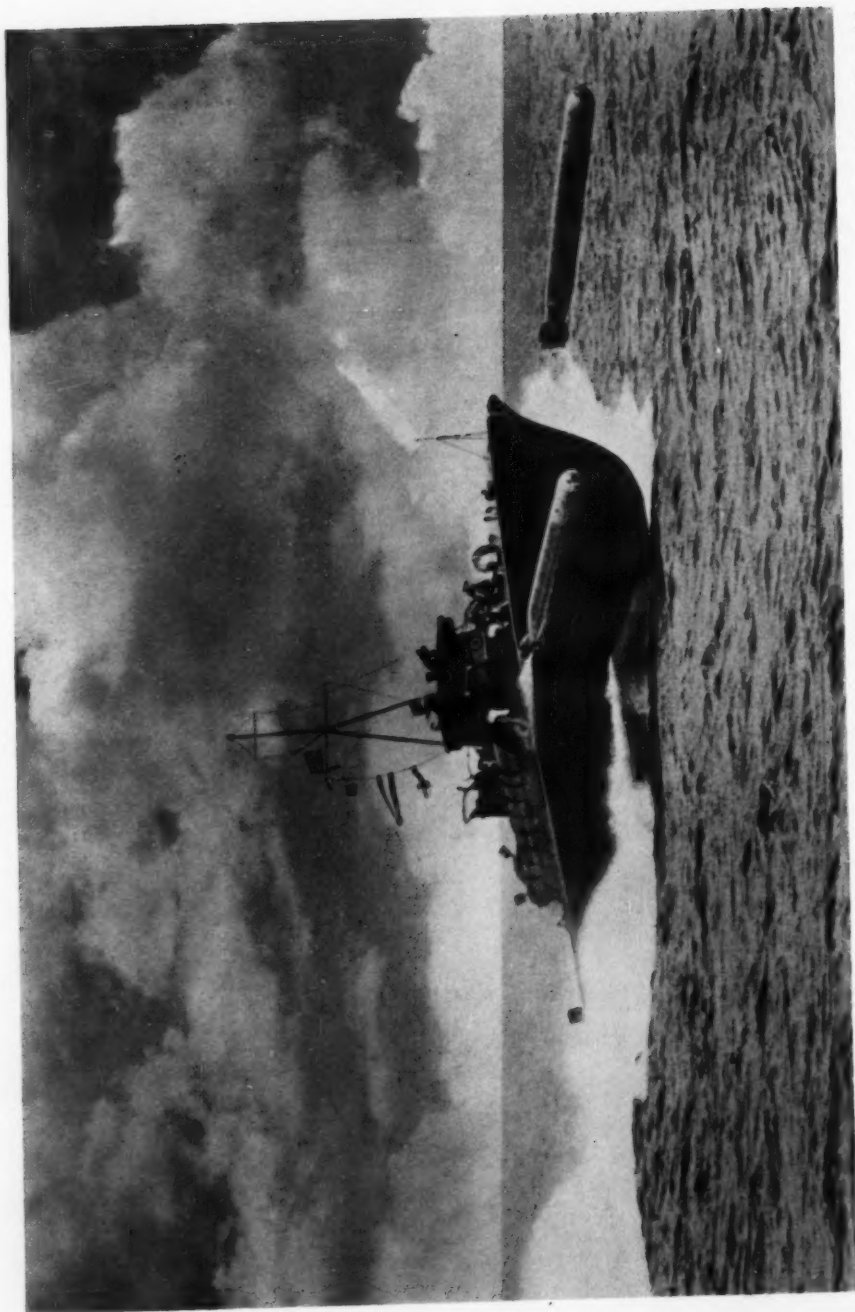
We are guided in all this by two considerations. First, it is realized that morale is much more a matter of the mind and spirit than of physique; that it is what a man has on his mind about which we should be seriously concerned; and that diversions, no matter how entertaining at the time, are only palliatives, unless they remove the fears and anxieties which may be symptoms of deeply rooted troubles. Secondly, we recognize that the only way to secure permanent personal satisfaction is to be a "doer" rather than a "looker." To use time rather than to kill it. Facilities must be provided to enable men to develop inherent skills, interests, and aptitudes. Someone has said with truth, "people are happiest, and therefore more agreeable and more tolerant, when they are not being worried by cranks, reformers and uplifters." Leisure in itself cannot be organized. The facilities can. Provide facilities and equipment in abundance, give guidance—and

leave the men to express themselves in those ways which are peculiar to themselves.

I suppose one of the burdens of Service life under war conditions is the almost complete lack of privacy, or opportunities for contemplation or quiet thought. To derive the greatest satisfaction from leisure one must be selfish, self-contained and self-sufficient. It is something completely personal. The intense joy of sitting still, and of allowing the imagination to wander, is the real antidote for frayed nerves, the treatment which mind and spirit require to protect them from a cynical materialism. In our enthusiasm let us not forget this.

In the time at my disposal it is only possible to touch very briefly on these matters, and I am conscious of important omissions. But I hope I have been able to give you a general idea of what I and my staff, under the Director of Personal Services, regard as important considerations in what has become universally known as Welfare.

on
pe
er
in



By courtesy of Messrs. Vosper, Ltd.

A 70-ft. MOTOR TORPEDO BOAT

MOTOR TORPEDO BOATS

AS the name implies, the modern motor torpedo boat is primarily designed to attack enemy ships with its torpedo armament. But the range of fast seagoing motor boats which have been constructed in such large numbers in recent years can also be used for submarine hunting, patrolling or as small mine-sweeping craft and for attacking hostile M.T.B's.

The experience of the present war already goes to show that control of our sea communications still rests fundamentally on the main fleets with their battleships, aircraft carriers, cruisers, etc. ; yet narrow waters overlooked by shore-based aircraft and M.T.B's are not healthy for large warships. In such localities an inferior naval Power might secure substantial returns for reasonable outlay and relatively small risk by using M.T.B's and aircraft to attack convoys of merchant ships, even though they be escorted by warships.

Our own motor torpedo boats must, naturally, have as their chief object the sinking of any and all types of enemy warships ; but this is by no means the only justification for their existence ; for instance, severe damage may be inflicted on his supply ships, transports, oilers, etc., which may be trying to run the gauntlet of our naval control.

The latest design of our M.T.B's is able to operate successfully in a moderate sea, and under favourable conditions can carry out a torpedo attack at a speed greater than that of any known contemporary destroyer. As it is almost impossible to run a high-powered internal combustion engine for any length of time sufficiently slowly to enable shadowing to be carried out and the approach made for an attack in silence, modern M.T.B's are provided with cruising engines which fulfil the dual purpose of quiet running at low speeds and greatly extended cruising radius.

By virtue of its small size and high speed, combined with good manœuvring qualities, the motor torpedo boat can operate close to an enemy coast with a reasonable chance of avoiding damage from air attack. A power-operated twin mounting of heavy calibre automatics should instil a healthy respect in the crew of any enemy aircraft trying to attack at short range. A pioneer M.T.B.—No. 102—was attacked by dive bombers on several occasions during the evacuation from Dunkirk, and although many bombs fell unpleasantly close—one within five feet of the transom—no noticeable hull damage resulted.

Already in this war there would seem to have been many opportunities for the successful employment of M.T.B's, but for various reasons it has not always been possible to take advantage of them. For instance, the opening stages of the Norwegian campaign seemed to offer unique opportunities for attack by M.T.B's at Narvik, Trondheim, Oslo ; but there was the problem of getting them within striking distance of those objectives. This seems to indicate that there is a future for a smaller type of M.T.B. which could be carried on board a parent ship and hoisted out at sea within striking distance of the base. Apart from difficulties of stowage, the seaplane derrick fitted in a modern warship is not capable of hoisting in a 70-ft. sea-going M.T.B. ; but a smaller craft capable of dashing in to attack at very high speed would be easier to handle and still powerful enough to be useful.

In the English Channel both sides have used M.T.B's with considerable effect, bearing in mind that the Germans have found more targets available for them, especially at the time of the Dunkirk evacuation. There is reason to believe that the Germans and Italians made effective use of M.T.B's during the invasion of Crete. In this connection it is interesting to note that *Jane's Fighting Ships* credits Rumania with three British M.T.B's, which doubtless passed into the enemy's hands.

Accommodation in our latest design of these craft is planned so as to enable the crew to live on board when at sea, or in harbour if away from the base ; but it is not intended that the crew shall live permanently on board as weight would be increased unduly if provision were made for stores, baggage, clothing, etc. The type of accommodation provided is comparable to that in a long-range flying boat.

It may be argued that there is little the M.T.B. can do which the torpedo-carrying aircraft cannot do better and quicker. But an aircraft cannot stalk an enemy under cover of darkness, or wait about, perhaps for days, at an improvised base or among islands with the crew living on board ; moreover, an M.T.B. can be fitted with anti-submarine apparatus for use in an alternative capacity. On the whole, M.T.B's are probably a cheaper proposition than aircraft. At any rate they can be produced from an alternative supply of labour and materials in any decently-equipped shipyard round the coast, and they certainly require fewer base facilities. Moreover, they can release larger surface vessels, such as destroyers, from certain jobs in narrow waters and with luck can do the same amount of damage to an enemy at a tenth of the cost.

THE INDIAN ARMY OF TO DAY

By BRIGADIER H. M. BURROWS, C.I.E., late Indian Army

THE Indian Army has of late been rewarded with some well-merited publicity in the British Press. Two Indian officers have recently been awarded the Victoria Cross ; marked gallantry and efficiency have been displayed by Indian units in North Africa ; the crisis in Iraq was dispelled by the prompt despatch of forces from India ; Indian troops were prominent in the operations in Syria.

The importance of India as a key position in the general defence of the British Empire in the Eastern hemisphere is obvious. With its huge population, India has great resources in man-power to provide personnel for our fighting forces. The strength of the forces which can be raised, however, depends not so much on available man-power as on the amount of necessary equipment that can be supplied.

India is still not entirely self-supporting in equipment, munitions and weapons of war. During the war of 1914-1918 her capacity for production was small, and she had to rely on Britain for the supply of much material ; but her contribution to our final victory was by no means negligible. Full credit, in fact, has not been given to her for what she did in that war ; and the good work of the Indian Army was but little recognized.

Since 1918 the industrial capacity of India has been largely increased ; and since the outbreak of the present war striking advances have been made in India's supply organization. We are now told that India is well on the way to making herself self-supporting in a large and growing range of war items ; in fact, it has been stated on good authority that India is now making 92 per cent. of her whole war requirements.

In a broadcast from Simla on 16th July, the Supply Member of the Government of India indicated what great strides have been made. Among other details he mentioned that, in addition to meeting the country's own army needs, oversea orders had been met for a large amount of gun and small arms ammunition. The yearly Indian production of guns was five times greater than in peace time ; supplies of automatic weapons and rifles had increased enormously. Great progress had been made in the provision of armoured fighting vehicles, and the production programme was keeping pace with the supply of chassis from abroad.

Among additional productions of late are armour-piercing ammunition, light tanks and field artillery tractors. American experts

have been assisting the civil aircraft factories to produce fighting and bombing aircraft, whilst troop-carrying aircraft are being delivered from America.

The Viceroy of India, Lord Linlithgow, was primarily responsible for the formation of the Eastern Group Supply Council. This co-ordinates war supplies among the British territories East and South of Suez, including India, Australia, New Zealand and South Africa, and is devised to make British countries in the East independent of supplies from home and mutually supporting.

In September, 1939, there were some 57,000 British troops in India. The strength of the Indian Army was rather less than 160,000 Regular troops. This figure does not include a few thousand men in Territorial regiments and the Indian State forces.

It has been made known that in February, 1941, the Indian Army had 500,000 men under arms and that further expansion was proceeding. The rate of expansion depends primarily on the provision of equipment.

Recruitment for the Indian Army is entirely on the voluntary system. There is no conscription. Additional battalions have been raised in all Regular regiments. Territorial battalions have been regularized. New regiments have been raised—some of which are reconstitutions of regiments previously disbanded. These new regiments include the Bengal Regiment, the Assam Regiment, the Bihar Regiment, the Mazbi Sikh Regiment, the Mahar Regiment and the Madras Regiment. The field of recruitment has been broadened to include new classes in the new regiments; but it is understood that the class composition of the old regiments has not been altered since the outbreak of the war to any appreciable extent.

Perhaps the greatest innovation of recent years is the young Indian Commissioned Officer who forms part of the cadre of British officers. During the War the supply of British officers is being maintained by the grant of emergency Commissions to British subjects through Officer Cadet training units in India, in regular batches to candidates from Officer Cadet training units at home, and by the transfer of officers from British units. The Indian Commissioned Officer is now being turned out by Officer Cadet training units in India at the rate of 1,300 a year: 2,000 for next year is estimated.

Beneath the establishment of British and Indian Commissioned Officers, the Viceroy's Commissioned Indian Officers continue as of old to function as troop and platoon commanders. The Viceroy's Commissioned Officer is still one of the mainstays of the Indian Army. He has nearly always received his promotion to a Commission after long service in the ranks; he has ever been the devoted subordinate of the

British officer ; he has always belonged to one of the martial races regularly enlisted. In a way he may be said to correspond to the Warrant Officers and senior long-service N.C.O.'s of the British regular army.

Ten years ago nobody was more opposed to the idea of the Indian Commissioned Officer than the Viceroy's Commissioned Officer. To the latter it seemed impossible that a young Indian, irrespective of class and creed, could become an officer of similar value and efficiency to the British officer simply by process of competitive examination followed by a course of training—even though unpromising youths were eliminated during the course of training. But this feeling of opposition has now passed away. First, the Viceroy's Commissioned Officer saw his own younger brother, nephew or even son being nominated to the Indian Military Academy and, after thorough training, careful selection and attachment for a year to a British regiment, becoming not only a troop or platoon commander, but living in a British officers' mess and being received everywhere socially. And, secondly, to his horror, followed by amazement and finally admiration, he saw the sons of business men and government officials belonging to classes not normally enlisted beating his own young friends at work and play and making first-rate officers.

As, even to this day, the minds of many British people are haunted by the remembrance of the mutiny of the Bengal army in 1857, it seems desirable to say something about the loyalty of Indian troops, especially as enemy propagandists will seize upon any minor incident and grossly distort and exaggerate it.

To go back to the Mutiny of 1857, it may be mentioned that there were reasons for that painful outbreak, just as there were reasons for the naval mutiny at the Nore in 1797. And it should be remembered that other Indian troops helped to quell the Mutiny.

Theoretically, there is no excuse for mutiny ; but there are always causes for it, and the causes are by no means always political. Occasional mutinies have occurred even in British regiments ; most of us of riper years can recall two or three cases, although they have not been made known to the general public. There is a tendency always to attribute any outbreak of insubordination in an Indian unit to political motives. Generally the reasons are not political at all. If the discipline, spirit or tone of an Indian regiment is not up to the mark, the fault in nine cases out of ten—as in a British unit—lies with the officers, especially the commanding officer. It is a mistake to have doubts about the general loyalty of Indian troops ; their record during the last eighty years is a proof to the contrary.

In the last great war mutinies occurred in three different Indian units in widely separated countries. The men concerned were of three different races, and their reasons were not the same. Two of these outbreaks were dealt with without a casualty, and it is doubtful if the third would have happened if the men had not been rather idle and isolated in a station far from home when most of the officers they knew and trusted had been transferred elsewhere.

In the Press the internal politics of India are apt to loom large. In England the proportion of the population really interested in politics is quite small; in India the proportion is very much smaller. The trouble in both cases is that the politically-minded minority—especially the extremist or anti-existing-order minority—is very vocal. At least 98 per cent. of young Indians who enlist in the Army have little knowledge of politics and still less interest therein. It may safely be said that subversive politics in India affect Indian no more than similar political ideas in this country affect British troops. Incidentally, since the outbreak of war, the total membership of the Congress party is estimated to have fallen from $4\frac{1}{2}$ millions to $1\frac{1}{2}$ millions.

To change to a more pleasant topic, let us now refer briefly to the record of the Indian Army in the present struggle. Early in the War Indian troops were sent to Egypt and Malaya as part of the general scheme of Imperial defence; and, outside India, there are now Indian troops in Burma, Malaya, North Africa, Iraq, Palestine and Syria—not to mention a contingent of the Royal Indian Army Service Corps in England.

Speaking to Press representatives at Simla on 17th July, the new Commander-in-Chief, General Sir Archibald Wavell, said that it had been an inspiration to him to see the splendid work done by Indian troops in the Middle East and to have known India's great war effort from the invaluable assistance given to him there. The names of Sidi Barrani, Keren, Amba Alagi and Damascus would become historic in the records of the Indian Army as having shown that Indian troops were living up to their great traditions. General Wavell was impressed by the high standard of their training. That training, he said, was a potent factor in the success of the Indian troops in the Middle East, and he hoped that future troops would have an even better standard of equipment.

The full story of British operations in the Western Desert, Eritrea, Abyssinia and Syria has yet to be revealed. But sufficient has been made known to indicate the sterling quality of the Indian troops engaged there. Most of the martial races of India are represented in the units in the Middle East. Honours and awards seem to have been gained by all the most heavily enlisted classes—Punjabi Mahomedans, Sikhs,

Dogras, Pathans, Mahrattas, Garhwalis and Baluchis ; but if any must be selected for more recorded acts of gallantry than others, they must be the Jats and Rajputs.

At the capture of Sidi Barrani in December, 1940, the honours were shared by an Indian division and the British armoured forces. Of the Indian division, the three British battalions were prominent in the final assault. It is a pity that their identity cannot yet be revealed.

At Keren, in Eritrea, the same Indian division—reinforced by another in the later stages—fought with the utmost skill and gallantry in most difficult mountainous country for some six weeks before victory was finally gained, near the end of March, 1941. The casualties in the prolonged fighting about Keren were as heavy as those sustained in the rest of the East African campaign.

Indian troops again showed their quality in the attacks on Amba Alagi, in Abyssinia.

In Libya, on 7th April, 1941, an Indian mechanized cavalry brigade was surrounded by superior enemy forces at Mekile. Though called upon to surrender, the brigade commander refused without hesitation. That night he decided to attempt to break out southward at dawn through the hostile ring. This meant moving southward past a line of enemy guns in position to the East of the British camp, within easy range. As a diversion, it was arranged that one Indian squadron, just before dawn, should charge down on the enemy guns to the East before our main body began to move southward.

At 6.50 a.m. on 8th April, in dim light, the Indian squadron of about one hundred men, in twenty-four trucks, drove straight down in line upon the enemy guns, splayed left and right, de-bussed and went in with the bayonet. The Italian gunners gave in. Then, after destroying four or five guns, the Indian squadron embussed and made off. Its total casualties were 27, of whom 15 were killed or missing.

Under cover of this gallant diversion, the main body of the brigade tried to break through to the South. It was just daylight, but clouds of dust reduced visibility to a few yards. There was furious fighting, chaos and confusion. The Brigadier was captured, but a considerable portion of the brigade succeeded in breaking through to safety. It was a formed body of about one hundred vehicles, with ten anti-tank guns, that reached a British fort nearly one hundred and fifty miles from Mekile in the afternoon of 8th April.

In Syria, a severe test was imposed on an Indian brigade operating on the left flank of the Free French in the attack on Damascus. The Indians' task was to capture an aerodrome six miles South-East of the

town. The fighting was severe ; heavy casualties were suffered ; victory was not finally attained until a British artillery regiment, operating in support, brought up their field guns to one thousand yards range and plastered the Vichy troops into retreat.

One has no wish, however, to glorify Indians at the expense of other troops of the Empire. It is necessary to keep a sense of proportion. There has been a tendency to advertise the deeds of Dominion troops, without making public the services of purely British, especially English, units. Let us remember what Mr. Churchill mentioned in his speech in the House of Commons on 10th June last—namely, that out of 90,000 lives lost up to that date in this war at home and abroad, at least 85,000 came from the Mother Country. To quote Mr. Churchill again : at a St. George's Day dinner some years ago he was explaining to Englishmen just what share they had taken in the last great war ; and he stated that, when all the figures of our fighting forces had been considered for that war, the total of Scottish, Welsh, Irish, Canadians, Australians, New Zealanders, South Africans, Indians and others all added together composed only 20 per cent. of His Majesty's forces. The remaining 80 per cent. were English.

THE SOVIET UNION NAVY

By FRANCIS MCMURTRIE, A.I.N.A.

THE Soviet navy is to a large extent an unknown quantity. Such information as is available concerning its ships and personnel is almost entirely unofficial; but in view of the remarkable resistance which the Russian army is making, it would be unwise to accept the impression prevalent up to now that the discipline and efficiency of the fleet are low. If there is any truth at all in the reports of Soviet successes against the German navy in the Baltic, they show already that such ideas stand in need of revision.

In the last war Russia certainly did not shine at sea. Although in the Black Sea the "Goeben" was roughly handled in her rare encounters with Russian capital ships, her speed always enabled her to evade a close engagement. In the Baltic the brunt of the fighting was borne by the British submarine flotilla under the leadership, first of Commander (now Admiral Sir Noel) Laurence and later of Commander Cromie. It is possible that the lessons of that campaign have been studied by the Soviet Naval Staff. At any rate, their activities to date are claimed to have resulted in the destruction of eight German destroyers or seagoing torpedo boats and a somewhat greater number of submarines. Details of the operations in which these losses were inflicted are somewhat scanty, but a summary issued by the Soviet Embassy in London stated that on the first day of the War "several" enemy submarines were sunk in the Gulf of Finland. Two more were accounted for on 26th June as the result of operations in which aircraft played a conspicuous part. Another was destroyed in the Gulf of Riga on 27th June—by what means is not stated. Two were definitely exterminated by mines during the first half of July—one in the Gulf of Finland and the other in the Varanger Fiord, off the Ribachi Peninsula, on the borders of Arctic Finland and Russia.*

Mines have always been a favourite Russian weapon; indeed, the modern technique of mining is largely founded on the successful use made of minefields in the Russo-Japanese War when, it will be recalled, two out of Japan's six battleships—the "Hatsuse" and "Yashima," met their end on minefields outside Port Arthur.

* According to *Krasni Flot*, the official organ of the Soviet navy, the losses inflicted on the enemy in various encounters up to 4th August comprised 14 U-boats, 10 destroyers, 3 patrol vessels, 2 river monitors, 2 trawlers, 2 launches or picket boats, and over 30 transports and supply ships.

On the evening of 12th July, a German convoy of transports and oil tankers, escorted by destroyers, torpedo boats, patrol vessels and fighter aircraft, was attacked by Russian naval and air forces supported, apparently, by coastal batteries. It looked as if a landing was to be attempted; whether this was so or not, two enemy destroyers and a barge carrying tanks were reported to have been sunk without loss to the Soviet forces. Some days later a Russian flotilla of destroyers and torpedo boats attacked another convoy and with the support of bombing planes accounted for a tanker and eleven transports of various types.

A German destroyer was sunk by Soviet aircraft on 20th July; and on 26th of the same month, two destroyers, a submarine and two oilers were lost in an action with the Soviet fleet, supported by naval aircraft. Two days later the air arm bombed and destroyed an enemy ammunition ship and a barge which were making for a Finnish port. About the same date coastal batteries claim to have sunk a destroyer and two patrol vessels, although in the course of the action a Russian destroyer was also lost. Aircraft scored further successes in the Baltic on 31st July and 2nd August, a destroyer being accounted for on the former date and a destroyer and a transport on the latter.

In the Black Sea attacks were made on Constantza and other enemy naval bases by naval and air forces, at least one destroyer, two submarines, and two river monitors being destroyed. Doubtless, these were vessels of the Roumanian navy operating under German direction.

Allowing for a certain degree of exaggeration, it is evident, especially after comparison with the singularly modest claims made by the enemy's communiques, that the German navy has so far come off second best in its encounters with the Soviet naval and air forces. Germany has none too many ships to spare for these operations, and seems to have erred by under-rating the resistance which was likely to be met. Probably some of the enemy destroyers mentioned are ships of from 600 to 800 tons, which he classes as torpedo boats, while the patrol vessels are probably armed trawlers. How far Russian submarines have contributed to the above successes is far from clear, but in view of the very large number of which the Soviet naval command can dispose, it is reasonable to conclude that their share of the work has not been unimportant.

This leads to consideration of the material which composes the Soviet navy.

Of capital ships there are only three, the design of which is completely obsolete, as they were laid down in 1909, though not completed until 1914-15. Their names are the "Pariskaya Kommuna"—in the Black Sea, and the "Marat" and "Oktiabrskaya Revolutia"—

both in the Baltic. Their standard displacement varies from 23,016 to 23,606 tons, and none of them can make more than 18 knots unless they have been re-engined, of which there is no evidence. Each is armed with twelve 12-in. and sixteen 4.7-in. guns, with a varying number of 3-in. anti-aircraft weapons. A seaplane is carried, but only the "Pariskaya Kommuna" possesses a catapult. Ships of this type would not last long in action against the latest German battleship "Tirpitz," nor is it likely that the Russian naval command would be so foolish as to expose them to the risk of such a conflict. Though designed by the famous Italian naval architect, General Cuniberti, the plans of these three battleships were altered to meet Russian ideas, with the result that the accommodation is said to be most unsatisfactory and badly ventilated. All three have undergone refits in recent years, but the reconstruction does not seem to have gone beyond minor features.

A new battleship of 35,000 tons is reported to have been laid down at Leningrad in July, 1939, but for various reasons it is unlikely that much progress has been made with her construction. To begin with, the guns, of 16-in. calibre, armour and boilers are understood to have been ordered abroad, mostly in Germany and the United States. How far they could be replaced with Russian material is extremely doubtful in view of the difficulty of obtaining delivery while war is in progress. Moreover, in Leningrad climatic conditions are such that little or no work can be carried on in a shipbuilding yard in the winter—a fact which has always to be taken into account in estimating the time within which new warships can be completed. Two more ships of similar type were projected, but there is no evidence of their having been laid down. One was to have been begun at Nikolaiev, in the Black Sea, and is rumoured to have been of an enlarged design, of at least 40,000 tons displacement.¹

In aircraft carriers the position is somewhat similar. One of 9,000 tons—the "Stalin," is said to have been completed in the Black Sea, but few details of her design are available, except that she is said to carry 22 aeroplanes and to have a speed of 30 knots. Her hull was that of a cruiser laid down in 1914, but the construction of which was suspended for many years until resumed to the present design in 1929. Two more aircraft carriers are supposed to be under construction at Leningrad, their names being given as "Krasnoye Znamya" and "Voroshilov." Except that they are ships of about 12,000 tons, of a type resembling the U.S.S. "Ranger," little has been heard of them, and it is quite likely that their construction has not progressed far.

¹ A German press report claims that an uncompleted battleship of 45,000 tons designed displacement was captured at Nikolaiev. A Russian counter report says that the ship referred to was destroyed before the port was evacuated.—*Editor*.

In cruisers the position is somewhat better. At least two of modern design are in service in the Baltic—the “Kirov” and “Maksim Gorki,” completed in 1937 and 1939, respectively. They are ships of about 8,800 tons, with a speed of 35 knots which it is said was never reached on trials. Each mounts nine 7.1-in. and six 4-in. A.A. guns, with six 21-in. torpedo tubes. Four aircraft and a catapult are included in the equipment. Two more cruisers of this type—the “Kubyshev” and “Orjonikidze,” are under construction in the Black Sea, and it is possible that the former may have been completed. Three older cruisers, the “Krasni Kavkaz,” “Chervonaya Ukraina” and “Profintern,” are in commission in the Black Sea. The first-named is armed with four 7.1-in. and eight 4-in. A.A. guns; the other two with fifteen 5.1-in. and eight 4-in. A.A. guns each. Nominal speeds are 29 to 30 knots. No ships which the Germans could lay their hands on in the Black Sea in present conditions could face these cruisers.

During the past four or five years Russia has launched a considerable number of modern destroyers, at least fifty having been laid down. Sixteen of these are of large size, resembling the large French *contre-torpilleurs* in their main characteristics. Of those, six named the “Leningrad,” “Minsk,” “Arkhangelsk,” “Kronstadt,” “Murmansk” and “Petrosavodsk” are in the Baltic; eight—the “Moskva,” “Kharkov,” “Kiev,” “Ochakov,” “Perekop,” “Sivash,” “Stalinsk,” “Tashkent” and “Tibilissi,” are in the Black Sea; and one—the “Volochevka,” is supposed to be at Vladivostok. With the exception of the “Tashkent,” built at Leghorn by the Odero-Terni-Orlando combine, all are the product of Russian yards, though French and Italian technical experts are said to have had a hand in their construction. On a displacement of about 2,900 tons, each mounts five (or in the case of the “Tashkent,” six) 5.1-in. guns and six torpedo tubes (perhaps nine in the “Tashkent”).

Italian designers are also believed to be responsible for thirty-six destroyers of about 1,800 tons, at least one-third of which are understood to have been destined for service in the Baltic and are probably complete. Known as the “Stremitelni” class, their designed speed is 37 knots and their armament four 5.1-in. guns and six torpedo tubes. Unlike the bigger destroyers, which are two-funnelled craft, these follow a more modern practice by having a single uptake.

Unquestionably the possession of these fast modern destroyers has been a source of strength to the Russian navy in its resistance to the enemy in the Baltic. Whether the destroyer admitted to have been lost is of one of these types or not is unknown; she may be one of the older vessels dating from the last war, of which there are thirteen in the Baltic

and four in the Black Sea. In displacement they vary from 1,150 to 1,400 tons, with speeds which were once in the region of 30 knots but are not likely to be so great now, in spite of extensive refits in some cases.

There are also seventeen modern seagoing torpedo boats of between 700 and 750 tons with speeds of 25 knots or more. At least a dozen of these are in the Baltic, two in the Black Sea, and the others, so far as completed, in the Far East.

Strongest of all the categories are the submarine flotillas. In all, Russia is credited with the possession of about two hundred submarines, the majority of which were built in the last ten years. A large proportion of the total—approaching 25 per cent.—are small submarines, of the so-called "Malodki" type. These have a surface displacement of about 200 tons, and are armed with two 18-in. torpedo tubes and a machine gun. In narrow waters, such as the Gulf of Finland and Gulf of Riga, these little vessels are capable of playing quite a useful part, as the Germans seem to have found to their cost. Larger types include the "Lin" and "Chuka" classes, of 500 and 650 tons respectively, all named after fish; the "Dekabrist" class, just under 900 tons; the "Yakobinetz" class, 959 tons; the "Garibaldietz" class, of 1,039 tons, which, as the name suggests, are of Italian design; the "Nalim" class, of 1,080 tons; and the "Pravda" class, of about 1,200 tons. There are a few other types, varying slightly from these, such as the British-built "Kalev" and "Lembit," taken over from the former Estonian Navy; the "Ronis" and "Spidola," built in France for Latvia; the salvaged British submarine "L 55"; and seven other old submarines dating from the last war, all of which have been relegated to training duties.

It is impossible to determine the exact distribution of these underwater craft, since they can travel so easily from the Baltic to the Far East by way of the Stalin ship canal which connects the Gulf of Finland with the White Sea and thence via the North-East Passage. It is believed that about seventy submarines are or were based on Vladivostok, including units of the "Lin" and "Chuka" types.

In the last war the Russians made little use of their submarines, but this may have been partly due to the inefficiency of the maintenance arrangements. With such a large force available, and given resolute leadership, it should be possible to achieve a good deal.

Depot ships for submarines include the 2,400-ton "Kommuna," which was specially built for the purpose in 1913 and possesses all the usual facilities for re-fuelling and repairing submarines, and the 3,200-ton "Smolny," originally an Ellerman-Wilson liner, which was converted to her present service a few years ago.

Other units of the Soviet navy are numerous but of varying degrees of modernity. At one end of the scale is the "25 Oktiabrya," of 4,250 tons—once the "General Admiral"; she was launched as an armoured cruiser in 1873 and is now employed as a seagoing training ship for the minelaying service. At the other end are found a considerable number of useful little patrol vessels of about 500 tons, with a speed of 16 knots, fitted for both minelaying and minesweeping. Actually a large proportion of Russia's less important warships are fitted for laying mines, the most prominent example being the "Marty," of 4,600 tons. She was once the Imperial yacht "Shtandart," launched in 1895. Reconstructed and re-engined, with oil-fired boilers, giving a speed of 25 knots, she is said to be capable of carrying 300 mines, which can be laid expeditiously.

A fleet of over twenty seagoing icebreakers is maintained, some of them ships of considerable size. The seven latest displace from 11,000 to 12,000 tons. All are immensely strong in framing and scantlings, with exceptionally thick plating, and decks strengthened to permit of guns being mounted in war time. In general design the newer ships are based on the "Krassin" (ex-"Sviatogor"), built on the Tyne in 1917, which is still doing good service on the Arctic coast of Russia.†

Altogether it will be seen that the Russian fleet is quite a formidable force, which, properly handled, should be capable of giving the Germans quite as much trouble at sea as the Russian army has on land.

† The names of the latest icebreakers are: "Sergei Kirov," "Valerian Kubyshev," "Kasak Khabarov," "Lazar Kaganovich," "Otto Schmidt," "Yosif Stalin," "Viatcheslav Molotov," "Friedrich Engels," "Jean Jaurés" and "Sevmorputi." The seven first-named are the biggest.

THE SOVIET UNION ARMY

VERY little information has been published about the Russian Army—so little in fact, and much of that little so unreliable, that any figures given below must be accepted with considerable reserve.

The Army is well equipped and highly mechanized ; indeed, it has been stated that numerically the tanks and armoured forces of the Soviet Union are not inferior to those of Germany. The total of effectives has been estimated as highly as 3,000,000 first line troops, with 4,000,000 reserves. These figures are probably too large. In 1938 the number of effectives was given in Moscow as 2,000,000 ; while, in his speech to the Communist Congress in Moscow on 15th March, 1939, Marshal Voroshilov stated it to be 1,300,000.

According to information published in 1940, the Red Army was divided into twenty-three army corps distributed in the various military districts, and comprised about 85 infantry divisions. Formerly, less than half the divisions were regular troops, the remainder being territorials ; but in his speech mentioned above Marshal Voroshilov said that the " territorial " system had been abandoned altogether, and the system of regular cadres adopted. He also said that the regular infantry division now comprised some 18,000 men, instead of the former total of 13,000, and that an army corps at war strength was about 60,000 strong. Divisions had been strengthened chiefly by the addition of more artillery and tanks.

In addition, in 1940, there were said to be 16 cavalry divisions, of which four were independent and the remaining twelve included in four cavalry corps. There were, further, six independent cavalry brigades.

The 85 infantry divisions included about 270 rifle regiments. Each rifle regiment consisted of three battalions, a detachment of regimental artillery, with two batteries of three 76 m.m guns apiece, a communication company, a pioneer camouflage section and ancillary details. A battalion comprised its headquarters staff, three rifle companies, a machine-gun company with six heavy machine-guns, a battalion artillery section with two 37-m.m. guns or trench mortars, and a communication group. The rifle company consisted of a command section, three rifle sections (each of three unit groups of one commander, eleven rifles and one light machine-gun), a bombing group and a machine-gun section with two heavy machine-guns. It may be noted that a Russian section corresponds roughly to a British platoon and a Russian group to a British section.

The establishment of a cavalry division included four cavalry regiments, one mounted artillery regiment, a pioneer squadron, a communication detachment of two squadrons, and, in war time, a mechanized detachment of three squadrons. The cavalry regiment consisted of five mounted squadrons, one machine-gun squadron of twenty heavy machine-guns, a mounted battery of regimental artillery, a communication half-squadron, a pioneer section, a machine-gun anti-aircraft section on motor vehicles, and ancillary details. The mounted squadron was divided into four sections, each including two machine-guns drawn by animals.

The Army is organized on a basis of universal military service—a period of preparatory training on a militia basis beginning at the age of 18, a period of two years service with the colours, and a period of reserve service. The preparatory training period took the form of "training meetings" in training centres situated near the residence of the trainees, together with camp exercises during the summer. The total period amounted to about two months in the year. Service with the colours started, it is believed, at the age of 19. Liability for service in the Reserve extended to the age of 40.

We do not know what strength the Russians have been opposing to the Germans up to date. It seems doubtful if, even by the end of July, full mobilization has been completed. On their Far East front *vis-à-vis* Japan the Russians have a self-contained army which, according to a Press report, comprises thirty divisions, including ten or twelve mechanized divisions.

In regard to quality, it seems clear that the Soviet forces have been fighting with great spirit and gallantry. There used to be an impression prevalent here of weakness in Russian administration and organization; perhaps this weakness has been somewhat rectified of late. Reports from Russia at the end of 1940 spoke of great improvements in army organization as a result of the lessons of the Finnish campaign.

There have also been doubts in this country concerning the quality of the Russian officers and the discipline of the Army as a whole. It is known, however, that in recent years military discipline has been tightened up greatly and that steps have been taken to improve the status of officers.

As for military doctrine, the Russians seem to have realized in full the importance of tanks and armoured fighting vehicles in modern warfare. They also appear to understand as well as the Germans the need for strong and close co-operation of aircraft with ground troops in action.

THE SOVIET UNION AIR FORCE¹

INFORMATION about the strength and equipment of the Russian air forces has been scarce and difficult to obtain prior to the time of the German attack. There have been many estimates, mostly unreliable. According to perhaps the most reliable of these the operational strength of the Red air fleet at the beginning of the War was about 8,000 "first line" aeroplanes, of which some 900 were seaplanes. The total strength was probably about five times this figure. No reliable reports of total casualties have been obtained as yet.

Writing in *La Guerre Aerienne* in January, 1940, an officer of the French Air Ministry gave the operational strength of the Red air fleet on the European front as between 5,000 and 6,000 aircraft immediately available. He quoted German sources for the following figures :—

Between 1,600 and 2,000 single-seat fighter monoplanes (I-16).

Between 150 and 200 single-seat fighter monoplanes (I-17).

About 200 two-seat fighter biplanes (DI-6).

About 1,200 two-seat reconnaissance biplanes.

Between 1,200 and 1,500 two-motor bombers (SB-2).

Between 200 and 300 two-motor bombers (CKB-26).

There is a later type of single-seat fighter, the I-18, which seems to have done well in the fighting up to date ; this resembles our Spitfire. The Russians also have the TB-6 four-motor bomber ; and the great L-760 six-motor bomber has also been reported in action.

The organization of the Russian air force is very similar to that of the *Luftwaffe* : three aeroplanes form a flight ; three flights a squadron, with one aeroplane added for the squadron leader : three squadrons make up a wing (*eskadrilla*) of thirty aeroplanes, *plus* the machine of the wing commander ; two or three wings form a group (*brigada*) of 62 or 93 aeroplanes. The three Red air fleets in Western Russia were the first line of operational formations, while—according to a German official source—formations of almost equal strength were kept in reserve East of Moscow.

There is an impression that maintenance on the ground is probably a weak point in the organization of the Russian air forces. The standard of maintenance and the strength of first-line reserves must soon be made manifest.

¹ This is a condensed version of an article, "Russian Air Power," which appeared in the issue of *The Aeroplane*, dated 18th July, 1941. It is reproduced by courtesy of that publication.

It used to be doubtful whether the Red air force could be regarded as of high quality. However, it gained much operational experience in Spain and Finland and has had some time in which to apply these latest lessons and to study the experiences of the war in France and over England.

Russia developed the tactics of the parachute troops. Though hitherto her parachutists have shown no decisive effect in action, their nuisance value when used on a large scale is bound to be great.

She is also known to have developed various types of troop-carrying glider, although no details of them are available.

One of the greatest dangers of the German invasion is that Germany should capture some of the larger Russian factories more or less intact and be able to turn them over to the production of German aircraft out of range of the Royal Air Force.

AIR STRATEGY AND TACTICS

For many years past Russian military and aeronautical journals have discussed problems of air strategy and tactics in more detail than publications in any other country. The basis of these discussions was the so-called Preliminary Regulation for the employment of the air force in the field, published officially in the Spring of 1935. During 1937 and 1938 long extracts from this Regulation were reproduced by German military and aeronautical journals, together with the comments of Russian experts. A dissertation of this sort which appeared more than six years ago might be expected to be obsolete to-day, yet this is not so. Despite the rigid manner of its presentation, it leaves enough room for changes in detail.

Military science, as every science, is international. Amiragov's rule that a modern war must be launched with tanks and aircraft unfortunately found its most obedient pupils only in the German High Command.

A survey of the German air operations of the present war suggests that most of them have been modelled on the Russian Regulation, whether they were independent air force operations or collaboration with the ground forces. The Russian Regulation deals with both these problems.

In the first part the heavy bomber force stands in the foreground, but the Russians take into account the changes in air warfare arising from technical development. The light bomber plays a vital part in these independent operations.

The second part of the Regulation is the more interesting. The great battles of this war launched by the Germans seem to have been modelled on it; and examples of its operation are the break through at Sedan and the German thrust towards the Channel ports. Had the Regulation been as thoroughly studied by the Allies as it was by the Germans, they might have learned how to use their defending forces against the Stuka-Panzer onslaught.

"The principal task of an air force, when not engaged in independent operations, is to help the commanders of the ground troops during their operational movements." That is the principal maxim of the Regulation. The air force, like the army and navy (it asserts), is part of the armed forces, and as such is under the orders of the Commander-in-Chief, who has to decide what kind of operations are necessary. When aeroplanes are detached to support army units, the army commander is in charge of operations. If, on the other hand, the operation is mainly an air force operation to which the army has to give support, the air force commander is responsible for the execution of the orders.

The Germans seem to have accepted this principle without reservation. During the battles of France and the Balkans, the army commanders directed the operations of the ground troops and the *Luftwaffe*, while in the Crete campaign army and naval units were under the command of Göring. Even the mountain troops division which was brought to Crete received its orders from a *Luftwaffe* officer, commander of the parachutist division. This system worked very well.

The task of air units co-operating with the army is two-fold: to protect their own ground forces and to attack important targets in and behind the enemy's lines. Typical targets are marching units, troop concentrations, railways and other communications, aerodromes in the battle and tactical zones. A "rolling" attack on all these objectives can be achieved only if the flying units are highly mobile, and this mobility can only be attained by preparing sufficient aerodromes and supply bases built by the army.

Dive-bombers, aeroplanes for ground attack, light bombers and fighters have to operate in the battle and tactical zones. The first two groups have to intercept the enemy's ground troops and to attack his positions, his supply organization and his aerodromes. They have also to destroy his command positions so as to intercept communication between the commander and his troops. During the Yugo-Slav campaign German dive-bombers concentrated attacks on the headquarters of the enemy commander-in-chief, with the result that he lost all contact with his army. The light bombers work is similar to that of the dive-bombers, but they have also to make tactical reconnaissance flights.

Fighter sweeps on a large scale to destroy enemy aeroplanes on the ground, and anti-aircraft batteries where strong enemy fighter resistance is expected, were also specified in the Regulation. Fighters have to protect their own advancing troops, gun emplacements and anti-aircraft artillery positions and other objectives against enemy air attack. No dive-bomber mission must be undertaken without fighter protection when enemy air opposition might be met. Air reconnaissance and artillery spotting must be protected by fighters.

To overcome a stubborn enemy the attack must be directed against the entire depth of his positions.

The Regulation, as it stood when the war broke out, dealt with both offensive and defensive collaboration between tanks and aeroplanes. Tank or armoured unit attack must be preceded by an artillery bombardment of the first defence lines and a bomb attack on the enemy's reserves. At zero hour, dive-bombers and ground attack aeroplanes have to lay a "fire curtain" around the advancing tanks, while fighters have to protect both against surprise attacks. Reconnaissance machines have to inform the commander and the tanks of the progress of the attack and the presence of enemy armoured units.

These are all difficult operations, the Regulation points out. The commander of the smallest army or air force unit has to understand the ideas underlying such operations and to be able to use his own initiative.

Of equal importance is the work of the co-operating air force units in the defence. In the event of a break-through, says the Regulation, a counter-attack (if possible, supported by aircraft) must be made at once to close the gap and to stop more troops from pouring in. Then tanks, armoured cars or motorized units and artillery, as well as dive-bombers, have to be entrusted with the task of destroying the forces which have broken through. Simultaneously, concentrated air attacks have to be made against the enemy's reserves.

How far the teaching of the Regulation has been absorbed by the Russian armed forces only actual operations can prove. Germany, at any rate, has shown its complete understanding of the principles laid down by the Russian military theorists.

BRITISH DECORATIONS

IN *The London Gazette* of 22nd April, 1941, there was published a long and comprehensive list showing the order in which decorations and medals should be worn. It may be of interest to summarize the principal British Orders, decorations and medals which may be seen at the present time, especially those for which the fighting Services are eligible.

BRITISH ORDERS OF CHIVALRY.

The three senior Orders are those of the *Garter*, the *Thistle* and *St. Patrick*. These Orders of Knighthood (K.G., K.T. and K.P.) are of ancient and honourable standing, the Order of the Garter having been instituted as long ago as 1348. Of late years they have been awarded only rarely for purely military services.

The Star of the Order of the Garter is used as a regimental badge by the Coldstream Guards. Among other regiments the Scots Guards, Royal Scots, Royal Scots Fusiliers and Black Watch incorporate portions of the insignia of the Order of the Thistle on their colours, badges or appointments. The Star of the Order of St. Patrick is worn as a regimental badge by the Irish Guards.

The *Order of the Bath* was founded in 1399. It is divided into civil and military divisions and has three grades—Knight Grand Cross (G.C.B.), Knight Commander (K.C.B.) and Companion (C.B.). The C.B. of the military division is only conferred upon officers of or above the rank of Commander in the Royal Navy or equivalent rank in the other Services who have been mentioned in despatches.

The *Order of Merit* (O.M.), instituted in 1902, is a high distinction conferred on eminent men and women. The Order is limited to twenty-four persons in all, including both civil and military membership. The badge of the Order is not worn in miniature, neither is the ribbon sewn on the coat, for the regulations lay down that officers in uniform are to wear it round the neck on all occasions.

The *Order of the Star of India* is bestowed on men for distinguished services, military and civil, to the Government of India. It is divided into three grades—Knight Grand Commander (G.C.S.I.), Knight Commander (K.C.S.I.) and Companion (C.S.I.). The K.C.S.I. and C.S.I. are granted for important services of not less than thirty years' duration, and awards are largely confined to the Indian Civil Service.

Next in precedence is the *Order of St. Michael and St. George*. Divided into three grades—Knight Grand Cross (G.C.M.G.), Knight Commander

(K.C.M.G.) and Companion (C.M.G.)—this Order was for many years conferred mainly for prominent service in the Dominions and Colonies. After 1914, however, it was awarded in considerable numbers to officers of the Services for distinguished duty in the last great war.

The *Order of the Indian Empire*, junior in rank to the Order of the Star of India, is likewise awarded for good service to the Government of India. Similarly, also, it is divided into three grades—Knight Grand Commander (G.C.I.E.), Knight Commander (K.C.I.E.) and Companion (C.I.E.).

Membership of the *Royal Victorian Order* is granted by the King for personal services to the Sovereign or to the Royal Family. The Order may be conferred on both men and women, and is divided into several grades—Knight or Dame Grand Cross (G.C.V.O.), Knight Commander (K.C.V.O.) or Dame Commander (D.C.V.O.), Commander (C.V.O.) and Member (M.V.O.). Medals of this Order, in gold, silver or bronze, may also be awarded.

The *Order of the British Empire*, instituted in 1917, is open to either sex for services rendered to the Empire. The Order is divided into civil and military divisions. Its various grades are—Knight or Dame Grand Cross (G.B.E.), Knight Commander (K.B.E.) or Dame Commander (D.B.E.), Commander (C.B.E.), Officer (O.B.E.) and Member (M.B.E.).

The institution of the *British Empire Medal* as a military and civil award was announced in *The London Gazette* already referred to. The civil medal is not to be awarded to members of the Order, and the military medal only to persons subordinate to those eligible for the military division of the various classes. The new medal takes the place of the Medal of the Order of the British Empire (for gallantry) that was abolished when the George Cross was instituted, and also incorporates the medal awarded before 29th December, 1922.

The *Order of Companions of Honour* (C.H.) carries no precedence, but is a high distinction open to either sex: The total membership is limited to fifty. The honour has not hitherto been conferred for purely military services.

The *Distinguished Service Order* (D.S.O.) may be conferred on officers of all the fighting Services and is entirely a military, as opposed to civil, honour. A Royal Warrant of 1931 requires that no one shall be eligible for the award of the D.S.O. whose services have not been marked by the special mention of his name in despatches for "distinguished services under fire or under conditions equivalent to service in actual combat with the enemy."

Any recipient of the Order who subsequently performs an approved act of gallantry which, if he had not received the Order would have entitled him to it, may be awarded a bar to be attached to the ribbon—and for every additional such act a further bar. Companions of the Distinguished Service Order who have been awarded bars wear on the ribbon, when it alone is worn in undress uniform, a small silver rose; one or more according to the number of bars awarded.

The *Imperial Service Order* (I.S.O.) was instituted in 1902 to reward good service by both sexes in the administrative and clerical branches of the Civil Service. There is also a Medal of this Order.

There are two Orders awarded only to Indians—the *Order of British India* (O.B.I.) and the *Indian Order of Merit* (I.O.M.). The former is bestowed on Indian officers for long and distinguished service; the latter is open to Indian officers and other ranks of the Indian Army for conspicuous acts of gallantry in battle. Both these Orders are legacies of the old Honourable East India Company, no change being made when the Queen's Government took its place.

There is also an *Order of Burma*.

DECORATIONS (GENERAL)

The *Victoria Cross* (V.C.), highest of all decorations, is open to all ranks of the fighting Services for pre-eminent gallantry in the presence of the enemy. Eligibility for this coveted honour is also extended to officers and men of the Merchant Navy serving under naval, military or Air Force control, or who in the course of their duty may become subject to enemy action. It is also open to female members of the Hospitals and Nursing Services and to civilians of either sex regularly or temporarily under the orders, direction or supervision of the naval, military or air forces of the Empire.

If any unit is engaged in an action of outstanding gallantry (e.g., the blocking of Zeebrugge on 23rd April, 1918), recipients for the Victoria Cross may be chosen by ballot from among the whole number engaged.

Clasps to the Victoria Cross may be awarded for any subsequent acts of gallantry. Recipients of the Victoria Cross wear on the ribbon, when in undress uniform, a miniature replica of the cross in bronze, an additional replica being worn for each bar awarded.

The *George Cross* (G.C.), instituted in September, 1940, may be bestowed on anyone of either sex, whether in the Services or not, for exceptional and outstanding gallantry—not necessarily in face of the enemy. The Cross is intended primarily for civilians, and it is laid down that award in the military Services is to be confined to actions for which purely military honours are not normally granted.

The George Cross is worn immediately after the Victoria Cross and in front of all British Orders of Chivalry. As in the case of the V.C., bars to the George Cross may be awarded for subsequent acts of gallantry.

The *George Medal* (G.M.), a lower-ranking counterpart of the George Cross, is awarded for gallantry in similar conditions. There are military and civil divisions.

The *Albert Medal* (A.M.) is open to anyone of either sex for outstanding bravery in saving life, in any circumstances.

NAVAL DECORATIONS

The *Distinguished Service Cross* (D.S.C.), for officers not above the rank of Commander and warrant officers, is awarded "for meritorious or distinguished services which may not be sufficient to warrant the appointment of such officers to the Distinguished Service Order." Conditions of award follow the lines laid down for the Distinguished Service Order, and bars may also be awarded for further services.

The *Conspicuous Gallantry Medal* (C.G.M.) is bestowed on petty officers and men of the Royal Navy and non-commissioned officers and men of the Royal Marines for conspicuous gallantry in action with the enemy. Bars may also be awarded for further services.

The *Distinguished Service Medal* (D.S.M.) for similar ranks to the Conspicuous Gallantry Medal, is awarded for acts of bravery and resource under fire not so outstanding as to warrant the bestowal of the Conspicuous Gallantry Medal.

ARMY DECORATIONS

The *Military Cross* (M.C.), for officers not above the rank of Major and warrant officers, is awarded "for gallant and distinguished services in action." Bars may also be awarded for further services. The Military Cross is the Army counterpart to the naval Distinguished Service Cross.

The *Distinguished Conduct Medal* (D.C.M.), which is awarded to warrant officers, non-commissioned officers and men of the Army for distinguished conduct in the field, corresponds to the naval Conspicuous Gallantry Medal. Bars for further services may also be awarded.

The *Military Medal* (M.M.), for similar ranks to the Distinguished Conduct Medal, is bestowed for bravery in the field and corresponds to the naval Distinguished Service Medal. Women are also eligible for the Military Medal for devotion to duty under fire. Bars for further services may be awarded.

In India, Indian officers and men of the Indian Army are eligible for the award of the *Indian Distinguished Service Medal* (I.D.S.M.); and

African ranks of the Royal West African Frontier Force and King's African Rifles are eligible for the R.W.A.F.F. and K.A.R. Distinguished Conduct Medal, respectively.

ROYAL AIR FORCE DECORATIONS

The *Distinguished Flying Cross* (D.F.C.) is awarded to officers and warrant officers for gallantry when flying in active operations against the enemy.

The *Air Force Cross* (A.F.C.) is bestowed on officers and warrant officers for acts of courage or devotion to duty when flying, although not in active operations against the enemy. It may also be granted to individuals not belonging to the Royal Air Force who render distinguished service to aviation in actual flying.

The *Distinguished Flying Medal* (D.F.M.) and the *Air Force Medal* (A.F.M.) are bestowed on non-commissioned officers and men for equivalent services to the D.F.C. and A.F.C., respectively.

NOTE.—The D.F.C., A.F.C., D.F.M. and A.F.M. may be awarded to officers and men of the Fleet Air Arm who have been lent to the Royal Air Force, or whose naval units operate under the command of an Air Officer Commanding-in-Chief.

In the foregoing summary no mention has been made of war medals; polar medals; Jubilee, Coronation and Durbar medals; the Royal Humane Society medals; police medals; efficiency and long-service decorations; and foreign orders, decorations and medals.

ARMY UNITS AND MECHANICAL EFFICIENCY

By CAPTAIN R. H. BRIGHT, p.a.c., Royal Tank Regiment

ALL officers will be familiar with the two distinct classes of officer's servant encountered in the Army. The distinction between them is easily drawn. There is the man who cleans his master's shoes as soon as he has taken them off, and there is the man who only cleans them when they are to be put on. With the former class of servant, the clothes and kit appropriate to whatever form of activity the officer concerned may wish to pursue are always clean and ready; with the latter class of servant, nothing is ever ready. The good servant, however, very seldom occurs naturally, but is the result of considerable time and trouble expended upon his training by some officer during the course of the man's service.

An exact parallel may be drawn between these classes of servant and classes of units equipped with mechanical vehicles—there is the unit which maintains and greases up its vehicles as soon as they are brought in from any operation, and there is the unit which maintains and greases its vehicles only before they are taken out. Just as with servants, the class to which any particular unit may belong depends entirely upon the standard of its training. To ensure that the drivers and crews prepare every vehicle for the road again as soon as any operation is completed, with the minimum amount of supervision even though a "rest period" may be expected, requires a very high standard of mechanical training. In modern mobile warfare, the very highest standard of mechanical efficiency is necessary in all units, and that standard of training, which is required to ensure that all units are ready for the road or for action at all times, must be attained.

It is common practice to inspect, or in any event to look over, all vehicles before they go out; but what is far more important is to inspect them shortly after they come in. Thorough inspection—starting about two hours after vehicles have returned to their lines, by which time all routine maintenance should have been completed—will go far to ensure the mechanical efficiency of any unit. Any major replacements or repairs cannot be effected in that time, but every effort should have been made to ascertain the cause and extent of any defect, and to start work upon the remedy immediately. What is required is to instil into all ranks the fact that no operation is completed when all vehicles have returned to their lines. It is only completed when every vehicle is once again ready for the road. This preparation of vehicles for the road

again is also an essential test of endurance, and should take precedence over any consideration of food or rest. It is only by according vehicle maintenance this preference that all ranks will realize its extreme importance. It is recognised as a punishable offence for any man to have a rusty rifle, or not accord the maximum amount of attention to any arms with which he may be equipped, and in peace time it is the recognised rule that all guns should be given immediate attention after firing. Unfortunately, it has not always been the recognised rule that all vehicles should receive immediate attention whenever they have been out for any purpose whatsoever.

Careful planning of training programmes will also help to raise the mechanical efficiency of any unit. Suppose for instance that it is intended to have three one-day schemes during a week; if these schemes are arranged for three days running, instead of with a day's interval between each, they will not only test the endurance of the men, but also the mechanical efficiency of the unit. No matter how late at night the vehicles are brought in, they must be maintained and ready for the road by the next morning. Schemes should also be arranged so that troops have to maintain their vehicles under difficulty in the field, in bivouac, and in the dark. On active service, it will frequently be necessary to maintain all vehicles under the most difficult conditions, and this should be practised at all times. It will also provide a very useful test of physical endurance.

Once it is realized by all ranks that the success of any operation in which their unit may be engaged, and even their own lives, will depend upon the standard of maintenance of their vehicles, no further difficulty should be encountered in maintaining that very high standard of mechanical efficiency which is essential for modern mobile warfare. If this is not realized, however, the wastage—not only of material, but of the personnel themselves—will be doubled in any mobile operation, and especially in one in which advance and retreat may follow each other with the rapidity which has been the case in recent operations in Libya.

EVACUATIONS IN 1915

By LIEUT.-COLONEL H. E. CROCKER, C.M.G., D.S.O.

THE Dunkirk evacuation naturally recalls recollections of the evacuations at Suvla Bay and Helles in Gallipoli but, of course, owing to modern weapons, especially aeroplanes, conditions were very different to what they were at Dunkirk. Then again, in the Peninsula, the Turks did not appear to realize that we were leaving them and made no attempt to impede our departure.

At that time I was commanding the 13th Division Signal Company and one of my most important duties was to arrange for signal communication between the trenches and the embarkation bases, calling at the intermediate posts on the way.

Let us have a look at Suvla Bay first of all. Prior to the evacuation we had orders to send every man and every scrap of signal equipment we could spare to Mudros, so as to lighten the final load and have nothing to carry but what we could man-handle with us. This, of course, left us very short-handed; and my life was made a burden by the insistence of the Divisional Staff for increased numbers to be evacuated on the one hand, while at the same time they demanded an equally efficient communication service which involved the laying of fresh lines. We compromised somehow, we won't say how, and as both sides were satisfied and the required communications established, my arrangements would appear to have been satisfactory. Several intermediate posts had been arranged between the trenches and the beach, and as the first detachment left the trenches it occupied the first of the posts to cover the withdrawal of the remainder. The second party then left and occupied the next post, and then the third. The final party to leave took up a covering position on the cliffs just above the beach where they could protect the actual embarkation. All these posts had to be wired up with several alternate lines in case of a break-down of any one of them, which called for continuous work on the part of my attenuated personnel.

The trenches were gradually thinned out till only one man was left in each hundred yards. They must have been stout-hearted fellows knowing that they were left alone. To deceive the Turks they moved up and down the trenches, firing their rifles at intervals to give the impression that the trenches were fully manned. Finally they left, and as they reached each intermediate post the garrison withdrew and reported to Divisional Headquarters that there was no one left behind them. These men came straight through and filed down the steep path

to the beach where they embarked on board the "beetles," as we called the motor lighters waiting for them, to be taken to the liners which had assembled in the Bay a few days previously.

All this time the Turks had taken no notice of us; no patrols were out from their side of the lines and nothing was seen or heard of them. It seemed too good to be true; every minute we expected an outburst of firing telling us that our withdrawal was discovered and that the Turks were after us. But no; nothing of the sort. Everything went off like a parade at the Long Valley, and before long streams of men were pouring down from the front line manning the covering positions, while others close at their heels filed through them and went on board. They were followed at intervals by the remainder of the Division, and it was not long before I was able to report to Corps Headquarters across the Bay that the entire Division had left and that I was packing up and going too. I only had a couple of runners with me at the last moment, and we slung the telephones on our shoulders and skidded down the path to the beach.

It is interesting from a signaller's point of view that our cable to Corps Headquarters was a length of D5 steel cable laid through the bed of the sea. It worked perfectly to the last and I was able to give the Corps a running commentary of how we were getting on. As we packed up I said: "We have all left now and I am packing up." I got the reply: "Well done, jolly good work. Good night and good luck."

We found our "beetle" and clambered on board. The skipper had some difficulty in fetching up alongside his liner and we buzzed round and round before we could make it. It was great fun and we forgot all about the Turks and the possibilities of their shells whistling about our ears in the excitement of watching him making desperate efforts to bring his craft up to the gangway down the ship's side. Round and round we went, the skipper yelling, everybody on the liner's deck shouting advice and encouragement, while we were hopping with excitement and wondering whether he would make it this trip or the next. All was well, and he finally brought us up in great style and we hopped up the gangway and on board and made for Mudros.

The Turks apparently had noticed the large number of transports gathered together in the Bay, but thought they had brought reinforcements and had devoted their energies to improving their defences without bothering too much about what we were up to. Consequently, they let us slip away and didn't spot that we had gone till they discovered our empty trenches the next morning. They were seen by one of our destroyers who let them have a full and plentiful salute from every gun that would bear.

We left all kinds of booby traps for the Turks, including rifles fired by a weighted string which was connected to a candle. When the candle burnt down the string was burnt through and the weight in falling discharged the rifle. We heard several of these rifles going off after our last men had left the trenches.

Cape Helles was not so easy. After Suvla Bay our Division was sent back to Helles to relieve the 14th Lowland Division soon after Christmas Day. We took over their trenches and at once began preparing for evacuation. The same procedure in evacuating surplus men and material was carried out as at Suvla and we were left with very few men and scarcely any equipment.

At the last minute the day of evacuation was put back owing, I believe, to bad weather. The Turks had evidently got wind of our leaving, for they launched a half-hearted attack on the left of our lines that afternoon. The men were not keen on the job, for we could see the officers whipping them up to make them go forward. Our "mad minute" soon stopped them and the few survivors scuttled back to their own lines and did not appear again.

The weather had become threatening and we were told by the naval authorities that if we did not go then we should never be able to get away. The sea was running pretty high and there was a nasty swell on the beaches. On the zero night, parties of men came down through the intermediate posts and embarked on the "beetles" from a little jetty. Then came my turn with my few remaining signallers. When we reached the jetty, however, we found that our "beetle," the last there, had been cast high and dry on the beach and we should have to walk to another beach some two miles distant. By some special providence we came across someone else's telephone station which was still working and were able to warn the embarkation officer at the other beach that we were coming, and begged him to keep something for us, which he promised to do. We had a dismal scramble along a wet and slippery road close to the sea with the spray breaking over us from time to time. We dare not take "the high road" as that had been well and truly mined by the Sappers, so we plodded on trusting that there would be some craft for us and that the Turks wouldn't spot us as we marched. We filed down to the little jetty and went on board the "beetle"; the men battened down under hatches where they would be dry. At the last minute General Maude and a few of his Staff arrived, having braved the mines of the Sappers on the high road.

As there was no one else to come, the skipper gave the word to cast off. Round went the propeller and off we started, only to be brought up with a mighty jerk that nearly threw us off our feet. Something had

fouled and though we tried and tried again we could not break clear. The skipper yelled and swore; men ashore yelled to men afloat who yelled back. Men sprang into the water and discovered that we had fouled a cable fast to the jetty. The skipper got frantic; he yelled and cursed and used some of the finest language I have ever heard. It was a pleasure and an education to listen to him. He never stopped and never repeated himself. He was a real artist.

As he seemed to be perturbed about something, I asked him what was the matter: "You seem rather put out about something," I said innocently, "what is it all about?"

"You silly ass," he roared (only he did not say "silly ass"), "the b——y propeller is fast round some b——y cable and we can't get clear."

"But that is nothing serious, surely," I remarked fatuously, "nothing to make such a fuss about."

"You b——y fool," he roared, "don't you realize that the magazine is close to the beach and that it's going up in a few minutes and if we don't get clear b——y soon we shall go to hell with it. Now do you understand why I have something to worry about?"

I understood all right. I didn't know before that we were on the brink of a volcano. I knew that some seventy tons of shells and explosives were to be loosed off somewhere, but, naturally, I did not realize that we were then occupying front seats at the ringside so to speak.

Just as the skipper spoke, by the grace of God the cable gave way and we were free. The "beetle" pushed her blunt nose out to sea for all she was worth as if she knew as well as we did what was in store for her if she delayed on her going. There was a strong sea running and we were all soaked to the skin in a few minutes. Not that that worried us, however: the only thought in our mind was how far we could get before that damned magazine exploded. On we went, lurching from side to side in the trough of the swell, the skipper driving his unwieldy craft at her top speed of two and a half knots. Suddenly there was a mighty roar from the beach. A giant column of smoke and flame shot up to the sky and spread out like a mighty umbrella. Then down came a cascade of bits and pieces of all description, from 6-inch shells to fragments of things; while the rifle ammunition was going off like a thousand *feux de joie*. We were in the middle of it all, with shells whizzing over head and splashing into the sea, and yet nothing touched us. Had one of those big fellows come aboard nothing could have saved us. We should have gone to the bottom like a stone. Talk about miracles! I have seen a few, but nothing to equal that night. We escaped and were soon picked up by a great Hooghly tug and towed across to Imbros.

We were conducted to a rest camp where breakfast was in progress. After seeing to my few men, I and another officer went to the Mess and waited for something to eat. After waiting in vain for some half-an-hour we found our way to the cook-house and made friends with the Irish cook, who gave us boxes to sit on and heaped our plates with relays of bacon, sausage and eggs. He was a real good lad ; good luck to him wherever he is.

I found a cruiser sailing for Mudros that afternoon and, not liking the look of the trawlers which were dancing about in the harbour, I assured the officers that we were on the Staff and were allowed on board. Needless to say we were given a tremendous reception and allotted a space where we could get some sleep after a hearty lunch. In due course we reached Mudros, where we found our advanced parties and kit.

Though these evacuations cannot compare to Dunkirk, they are interesting from many points of view. That we were not attacked during the operations can only be ascribed to the inertia of the Turks. Every preparation that we could think of had been made to meet any attack, and I cannot say how thankful we were that they were not needed.

INTERNATIONAL SITUATION

THE NEW ALLY

THE outstanding event of the past quarter, and it may well prove of the whole War, has been Germany's sudden assault on Russia. This was treachery on a grand scale, especially following as it did on Ribbentrop's junketings in Moscow, the amicable share out of Poland, and Hitler's protestations of goodwill towards the Soviet Union. For us this new outburst and the commitments which have followed on it for the enemy seem little short of providential. What were the real reasons which induced Hitler to embark on such a colossal gamble? We can only guess at a few of them. Perhaps he really mistrusted Stalin, especially if war in the West should leave Germany weak, even though victorious, and Russia untouched. Very likely he saw that if hostilities are prolonged he will be in desperate straits for supplies, and feared that the countries he has over-run would become famished and uncontrollable unless he could seize what he needed from the Ukraine; moreover, only so could he hope to neutralize the growing nourishment of every kind which Britain is receiving from America. Hitler's psychology is no better than other German leaders has been when it comes to understanding the reactions of other nations: it is quite possible he thought that by reviving the bogey of communism and posing as the liberator of the World from that menace, he would divide public opinion in the United States and even in Britain, and enhance his prestige in neutral countries which have no sympathy with German aggression. Again, fear of the outcome of an all-out attack on Britain may have compelled him to turn eastward in the hope that when he had secured the fertile Ukraine he could press on down to the coveted oilfields of Iran¹ and Iraq, while the other arm of the pincers to squeeze Turkey would extend from Greece and North Africa into Egypt and Palestine. Doubtless Mussolini has been promised the return of his lost African empire as a reward for his vassal services if such a thrust succeeded. India is a jewel which glitters in the distance for an ambition which seeks world domination.

Meanwhile the Soviet armies, although forced to give ground and suffering severe losses, are fighting gamely and inflicting injuries on the enemy which can scarcely be "according to plan" as Hitler intended it. It is significant, too, that German troops are being increasingly replaced by Italians in occupied territories, and there are distinct signs that the peoples of countries which have been overrun are taking heart and becoming more and more troublesome to their oppressors.

¹ This was written before the Anglo-Russian entry into Iran.—*Editor.*

The opportunists who form the Vichy government are of the same species of careerists as the French politicians who brought about the humiliation of that unhappy country. They owe ephemeral power solely to the protection of their German overlords, whose cause they serve. But they are sitting on a volcano which may erupt at any time.

Another very hopeful development of the War is the way in which it is being carried into the heart of Germany by the Royal Air Force, so that the German people are being made to realize that their very existence is threatened. With Russia also striking at their towns, factories, and communications, the dreaded "war on two fronts" is seen to have come about and to be a very real and terrifying prospect. The German nation has never known what it is to be attacked as they are now. They have had the gospel that their *Luftwaffe* is invincible and their country invulnerable preached to them for years, and now they are beginning to realize that their leaders promised vain things. This is only the beginning of their disillusionment; for, as the nights lengthen and more and more heavy bombers are flown across the Atlantic and more and more fighters take shape in our own factories, retribution will fall ever faster and with more fury on that misguided people.

We must expect and never cease to prepare for any and every form of attack; for desperation may lead Hitler and his crazy gang to go in for any excesses and incur any risks. Their end is not yet in sight, but it is no mere wishful thinking to believe that, in the light of the present trend of events, it is now more sure than it has been at any previous stage of the War.

THE JAPANESE THREAT

THERE has always been the possibility that Japan, with her pro-Axis obligations and sympathies, would intervene in the War whenever the time seemed opportune and favourable to her own interests. With the attack by Germany upon Russia the opportune moment might seem to have arrived: the moment to attack Russia in north-eastern Asia, strengthen her own position there and thereby indirectly assist Germany. That, obviously, is what Germany would like, but Russia's strength in that quarter is not to be despised. Moreover the wood-built cities of Japan are uncomfortably vulnerable to air attack from Vladivostock.

It would be all to Germany's advantage to get Britain, and still more the United States, involved in war with Japan; but, not unnaturally, she considers her own interests first. Is it not possible for her to further her own interests without becoming involved in war with Britain and the U.S.A.?

Japan has taken certain action. At the moment of writing (13th August) the situation in the Far East is tense. Japan is in military occupation of Indo-China; she is threatening Thailand; she has reinforced her troops facing Russia on the Siberian frontier.

The crisis started on 16th July when it was announced in Tokyo that the Japanese Cabinet had resigned *en bloc* "in order to make room for a stronger Government to cope with the national and international situation." Prince Konoye formed a new Ministry at once. Designed to be a "non-partisan war-time Cabinet," it contains four Generals and three Admirals, but—with the important omission of Mr. Matsuoka, the former Foreign Minister—the personnel is largely the same as before. After forming his new Ministry, Prince Konoye issued a statement in which he said: "The policy of this country to cope with the international situation is already fixed; it now remains for us to put it into practice with speed and decision . . . I intend to do everything in my power to accomplish the great ideal of founding an empire by overcoming all difficulties that may be in our country's path."

The significance of this statement was soon made manifest. On 23rd July it was officially announced in Vichy that the French authorities had agreed to the "temporary occupation" by Japanese forces of

strategic points in Indo-China to "defend that territory against the de Gaullists, Chinese and British." The Japanese occupation, it was said, implied "no threat to Indo-China's integrity or French sovereignty."

On 26th July it was reported that Japanese warships and troop transports had arrived at Cam-ranh Bay—the French Far Eastern naval base (730 sea miles from Singapore and about the same distance from Manila in the Philippines) and that Japanese aircraft and transports were arriving at Saigon (150 miles South-West of Cam-ranh). By 11th August there were said to be 50,000 Japanese troops in Indo-China; Japanese air forces were established at Saigon and heavy bombers had arrived at ceded aerodromes near the Burmese frontier; the Japanese navy was at work on and in Cam-ranh Bay. The Japanese Press was full of such phrases as "Imperial destiny" and "Co-prosperity." There were obvious signs of threats and pressure on Thailand.

The first move by the democracies to counter Japanese aggression was the "freezing" of Japanese assets in Britain and the United States by simultaneous action in both countries on 25th July. At the same time H.M. Government denounced previous trade agreements with Japan. The British Foreign Minister, Mr. Eden, stated that any action threatening the independence and integrity of Thailand would be a threat to the security of Singapore. On 12th August it was reported that the Japanese Government had been officially informed that any action which threatened the independence of Thailand would be a matter of immediate concern to Great Britain and the United States, and that they were prepared to meet any step Japan may take—move for move.

The war-like precautions taken by Britain in the Far East cannot, of course, be stated. It is known that we have now considerable forces in Malaya and Hong-Kong. Singapore is a very strong naval base, difficult to attack by land and still more difficult from the sea, and Hong-Kong is a strong fortress. As for the United States—it was announced in Washington on 26th July that a new Army Command had been created in the Far East which would be based on the Philippines, with Lieut.-General D. McArthur as Commander-in-Chief. By this measure 200,000 Filipinos were incorporated in the American Army.

The Dutch in the Netherlands East Indies are fully alive to their danger. Recent precautions taken include conscription of the native population, under which 400,000 men will be called up in the first year in Java and 200,000 in other Dutch islands of the Archipelago. Considerable expansion of the N.E.I. Army has taken place in recent months; reinforcements of aircraft have arrived from America; the small Dutch naval force is constantly on the watch, and construction of a fleet of fast "mosquito boats" carrying torpedoes and machine-guns has been started.

Indo-China is a country of much potential value to Japan. With a population of 24,000,000 it also possesses great mineral wealth, including anthracite, zinc, tin, tungsten, bauxite, manganese and rubber—all essential defence materials. It is extremely productive agriculturally, especially in rice and maize. There are two good railways, one from Hanoi (the capital) to Saigon—1,700 km., and the Yunnan railway to China. The principal port is Saigon.

Possibly Japan's first strategic object in occupying Indo-China is to gain bases from which to strike northward against China and especially against the Burma-China road. But North of Thailand Indo-China has a common frontier with Burma, and Japan has now put herself in a position to strike across that frontier. Cam-ranh Bay and Saigon will form useful bases for the powerful Japanese navy.

Should Japan attempt to occupy Thailand, the threat to the British position in Malaya and even in the Far East generally will obviously be greatly increased. The government of Thailand has reiterated their determination to maintain neutrality and defend their frontiers against an attack from Indo-China; it is not the sincerity of these statements that may be doubted, but their practicability.

The Japanese occupation of Indo-China seems to be following the line of her own expansionist ambitions. It may be that the strengthening of the Japanese garrison in Manchuria is a defensive measure against the possibility of war with Russia, and that while it is also perhaps a gesture to satisfy German opinion there is no real intention to challenge Russia. Japan would no doubt like to swallow up Thailand as well as Indo-China; she doubtless casts envious eyes upon the Dutch East Indies. She probably does not fear hostilities with Britain, or even with Britain and Russia combined; but war with the United States would be another matter. How far can Japan continue in her aggressive policy without provoking the U.S.A. to war? This seems to be the crux of the problem, and perhaps the issue of peace or war in the Far East will be settled by Japan's final estimate of the likelihood of American participation.

DIARY OF THE WAR, 1941

13th April.—There was slight enemy activity over the South and East coasts of England. Our fighters shot down an enemy bomber off the Cornish coast in the afternoon.

The R.A.F. attacked enemy shipping off the German and Dutch coasts, one supply vessel being sunk. One of our aircraft was lost.

In western Macedonia the R.A.F. attacked enemy columns on the roads. One German aircraft was shot down East of Mount Olympus. German mechanized columns showed some activity on the Macedonian front.

In Albania, over the Koritza region, the R.A.F. destroyed one Italian aircraft and damaged others. The Greeks repulsed Italian patrols in the northern sector and in the central sector north of the river Viosa. The Italians advanced toward Koritza.

Three German aircraft were shot down during a raid on Volo. Enemy air raids were also made on the Piraeus, many Greek towns and villages, and coastwise shipping.

The Germans claimed that the remnants of the Yugo-Slav armies were retreating to the mountains along the Adriatic coast: **German troops had** crossed the river Sava in pursuit; troops of the von Kleist tank corps had **entered Belgrade**. The Italian advance into Yugo-Slavia from the North-West was said to have reached a point beyond Gospec (Adriatic coastal region).

Hungarian troops clearing the area between the rivers Danube and Tisza were said to have reached Ujvidek (on the Danube to the South).

The War Office announced that Major-General Carton de Wiart, V.C., whilst on his way to the Middle East, had fallen into enemy hands. (Italian reports of the previous day stated that the general had been captured in an aeroplane in Cyrenaica.)

The R.A.F. and Royal Australian Air Force continued to attack enemy columns in Libya. At night the R.A.F. bombed the port of Tripoli.

In Abyssinia, where Italian troops continued to surrender, South African aircraft bombed Kombolcha aerodrome, destroying two enemy aircraft and damaging others.

Russia and Japan signed in Moscow a treaty of friendship, each pledging herself to remain neutral if the other became involved in war.

A night attack by the R.A.F. against military objectives in Sofia was carried out with great success, the main goods station of the capital and adjacent marshalling yards suffering severely.

At night the R.A.F. continued their attack on Mérignac aerodrome near Bordeaux, also bombing the docks at that port.

Enemy aircraft were over extensive areas of Britain during the night. Damage and casualties occurred in a town in North-West England. One enemy aircraft was shot down.

14th April.—H.M. trawler "Kingston Amber" shot down an enemy aircraft in the early hours of the morning.

Enemy aircraft flying singly dropped bombs at many points in Britain during the day. Little damage was done and casualties were very few.

R.A.F. daylight operations included an attack upon a considerable convoy off the Dutch coast, one enemy supply ship, at least, being hit. Power stations at Haarlem and Leyden were bombed, also a wireless station near Leyden.

The Admiralty announced that H.M. trawler "Fortuna" was overdue and must be considered lost.

In northern Greece the British rearguards repulsed several attacks made by enemy mechanized troops against their right. The Greeks were engaged with similar enemy troops in the region of Ptolemais, and the Germans advanced towards Kozani and Siatista (in the loop of the river Vistritza). In this region, and in the Vardar valley (Yanitza) the R.A.F. bombed with success enemy columns and convoys. The Germans claimed to have engaged British troops successfully and to have forced the river Vistritza east of Kozani; from the direction of Salonika a southward advance, it was reported, had crossed the lower Vistritza. **Our forces began their withdrawal to the Lamia (Thermopylæ) position.**

At night the R.A.F. attacked Veles, where the main bridge over the Vardar received direct hits.

In Albania the Greeks announced a successful withdrawal on their northern front (Koritza sector). Italian troops were reported to have penetrated beyond Koritza. At night aircraft of the Fleet Air Arm raided the harbour at Valona where two big ships were blown up.

German reports stated that German and Italian troops were successfully engaging Yugo-Slav forces in the Sarajevo-Mostar region (Bosnia-Herzegovina); whilst the Italians claimed further progress in the Zara area (Adriatic) of Yugo-Slavia.

A Hungarian communique announced that the area between the rivers Danube and Tisza had been cleared and the conquest of the former Hungarian territories thus completed.

In Libya **enemy infantry and tanks which attacked Tobruk were repulsed** with the loss of 15 tanks destroyed and 200 Germans captured; over 100 German dead were counted. There was some skirmishing round Sollum on the Egyptian frontier. The R.A.F. and Royal Australian Air Force continued to take heavy toll of the Germans and Italians, many columns and concentrations being attacked with success. Raids were carried out on El Adem, Derna and Gambut. Twelve enemy aircraft were shot down—four of them by our ground defences—during an air attack on Tobruk; ten more were destroyed in aerial combat over the Tobruk region; and at Menastir two were shot down and a troop carrier destroyed on the ground. We lost three fighters and one bomber. At night Tripoli was heavily attacked and much damage done to enemy shipping in the harbour; also the aerodromes at Derna, El Adem and Menastir were bombed, at least two enemy aircraft being destroyed on the ground.

In Abyssinia South African aircraft machine-gunned the aerodromes at Kombolcha and at Gimma, where two enemy aircraft were destroyed. Our troops advancing from Addis Ababa south-westward on Gimma reached the river Omo.

At night a strong force of R.A.F. bombers again attacked the naval basin at Brest where the German battle-cruisers "Scharnhorst" and "Gneisenau" were seen to be still in their berths. Observation was difficult, but much damage was done to the docks. Only one of our aircraft was lost in the course of our day and night operations.

During the night enemy aircraft dropped bombs at points on the North-East Coast and in the South of England. Some damage and casualties were caused.

15th April.—R.A.F. bombers attacked three enemy coastal vessels off north-western France and left two in a sinking condition. Day-light patrols were carried out over the Channel and northern France in the course of which two enemy fighters and one bomber.

were destroyed. At dusk a low-level attack was made on Borkum, where a freighter lying off the island received two direct hits. We lost three aircraft.

H.M. submarine "Tigris" was reported to have sunk an armed and heavily laden tanker bound for a port in occupied France.

The Admiralty also announced that H.M. cruiser "Bonaventure" had been torpedoed whilst acting as convoy escort and had subsequently sunk.

In northern Greece our rearguards were closely engaged with the enemy. German forces attacking against the Greeks had crossed the Vistritza river near Kozani and, farther west, had penetrated south of Grevena. The Piræus region—where the R.A.F. shot down five dive-bombers—and Preveza were bombed by enemy aircraft.

In Albania the Italians made progress south of Koritza and claimed the occupation of Ersek near the Greek frontier.

In Yugo-Slavia German motorized troops were reported to have **occupied Sarajevo and accepted the surrender of considerable Yugo-Slav forces.** Italy claimed the capture of Split—on the Adriatic—and the occupation of several islands off the Dalmatian coast.

One Italian fighter was shot down during an enemy raid on Candia (Crete).

In Libya our troops had several successful encounters with the enemy in the area round Sollum. The R.A.F. and the Royal Australian Air Force continued their operations, mostly against troops and transport in the El Adem-Tobruk-Bardia region. At Capuzzo four German troop-carrying aeroplanes were destroyed by Australian fighters. Night attacks were made by the R.A.F. upon the landing grounds at Gazala, El Adem and Derna.

The Commander-in-Chief Mediterranean reported that the enemy's operations on the Libyan coast were being constantly and successfully harassed by bombardments from H.M. ships. A number of enemy aircraft had been destroyed in the shelling of the aerodrome at El Gazala.

In Abyssinia steady progress was made by our columns advancing from the North and South on Dessie. At Addis Ababa, and farther South, many more prisoners were collected, including several complete battalions.

At night **British naval forces** intercepted and **annihilated a southbound enemy convoy between Sicily and Tripoli.** The convoy consisted of five ships: two heavily laden with motor vehicles, two transports and one ammunition ship. All were either sunk or blew up; and the three escorting vessels, the destroyer "Luca Tarigo" and two smaller destroyers, were likewise sunk. During this successful operation H.M. destroyer "Mohawk" was torpedoed and sunk, most of her complement being saved.

In spite of unfavourable weather the R.A.F. made a considerable night attack upon targets in northern Germany. Kiel was the principal objective and here much damage was done to the shipbuilding yards. The docks at Boulogne were bombed also. Two of our aircraft were lost.

During the night enemy aircraft were active over many parts of Britain and damage and casualties were caused in many districts. The chief attack, however, was upon Belfast where damage was heavy and casualties considerable. Seven enemy aircraft were shot down by our fighters and two by anti-aircraft fire.

16th April.—R.A.F. daylight operations included attacks upon the island of Heligoland and the aerodrome at Berck-sur-Mer. Considerable damage was done.

In Northern Greece the Allies were heavily engaged all day. Our rearguards (about Katerini, on the Gulf of Salonika, to Servia) repulsed attacks with heavy loss to the enemy, who claimed to have captured Servia with many prisoners. Farther west, in the region of Grevena, the enemy persisted in his attempts to penetrate south-eastwards towards Kalabaka. The R.A.F. bombed enemy supply columns and road and rail communications. Seres aerodrome was bombed, and a motorized convoy East of Salonika was attacked with success.

An enemy air raid on Khalkis harbour was repulsed, the R.A.F. shooting down one bomber and anti-aircraft fire accounting for another.

In southern Albania the Greeks evacuated Klisura (which the enemy claimed to have captured after heavy fighting) and Ersek.

German communiques announced that the Yugo-Slav army had capitulated in the Sarajevo area. The Italians reported that their forces were advancing south-eastward from

Split upon Ragusa, on which town other troops were converging from the South-East, after occupying Cetinje and Antivari. The occupation of the Dalmatian islands was said to have been completed.

In Libya an enemy position near Tobruk was successfully attacked, 17 Italian officers and 139 others being captured. **A fresh attack upon Tobruk was repulsed** and minor encounters in the Sollum area ended in our favour. Our total captures amounted to 25 officers and 767 men, and 200 enemy dead were counted. The R.A.F. continued their operations which included a successful attack upon a motorized column near Fort Capuzzo and, at night, a heavy raid upon Tripoli, much damage being done to the harbour and shipping.

The Commander-in-Chief Mediterranean announced that in the course of operations off the Libyan coast British naval forces had carried out successful bombardments of Fort Capuzzo and of the aerodrome at El Gazala. Two German dive-bombers had been shot down.

In Abyssinia, where our converging advance upon Dessie was making good progress, our bombing aircraft raided the Dessie aerodrome. From the regions round Addis Ababa prisoners were still coming in.

At night the R.A.F. offensive included heavy bombing of a number of North German towns but mainly Bremen. Wilhelms-haven, Cuxhaven and Wesermunde were among the other objectives attacked. The docks at Brest were bombed also. In the whole of our day and night operations we lost five aircraft, but one fighter pilot was saved.

A very heavy and sustained attack, lasting from soon after dark to dawn, **was made by enemy aircraft on London.** Casualties were numerous and the damage done was very great: St. Paul's Cathedral, the City Temple, Guy's Hospital and Chelsea Royal Hospital were among the famous buildings to suffer. Bombs also fell in the Home and eastern Counties and in South-East England. Six enemy aircraft were destroyed.

17th April.—Two enemy fighter-bombers were shot down in the Straits of Dover. R.A.F. bombers with fighter escort made a successful surprise attack upon the docks at Cherbourg and a widespread search for enemy shipping resulted in the destruction of two merchant vessels, one of which was blown up in harbour.

In northern Greece, under increasing enemy pressure, the withdrawal of the Allied forces continued. Heavy losses were inflicted on the Germans; the R.A.F. maintained their attacks upon German troops and communications. The Greeks reported that all enemy attacks on the front from the Olympus region to the Grevena district (upper Vistritsa) had been repulsed.

The withdrawal of the Greek forces in Albania continued. The Italians claimed that a movement to encircle the Greeks in the coastal sector was in progress and that Premeti, Argyrokastro and Porto Palermo had been captured.

In Yugo-Slavia the Italians reported that Mostar had been captured and also Ragusa, where their converging advances had met.

In Libya our forces were successful in minor encounters round Tobruk and Sollum. Five officers and 72 other ranks were captured. The R.A.F. and Royal Australian Air Force inflicted heavy casualties on enemy troops and transport and bombed many landing grounds. Enemy aircraft at Derna were destroyed on the ground.

In Abyssinia our troops were in contact with the enemy fourteen miles South of Dessie. South and South-West of Addis Ababa and in the regions North of Javello and Neghelli the country was being cleared of enemy forces. Many more prisoners had been taken, amongst them General Graziosi.

On this and the succeeding day troops from India arrived at Basra. Their mission, in the words of the British Government announcement, was to "open up lines of communication through Iraq," according to the terms of the Anglo-Iraq treaty of alliance.

At night the R.A.F., using "a number of powerful bombs," delivered the heaviest attack on Berlin that they had yet made. Targets in Holland, including Rotterdam, in Cologne and at places in North-West Germany, were also bombed. Eight of our aircraft were lost.

Air raids on Britain during the night were chiefly directed upon Portsmouth, but the damage was not severe nor the casualties heavy. Three enemy aircraft were destroyed.

18th April.—The R.A.F. attacks upon shipping in the North Sea were attended with considerable success, but we lost eight aircraft. Near Heligoland two enemy merchant ships and an escort vessel

were all bombed and set on fire so seriously as to become total losses. Off the Norwegian coast two other merchant vessels were hit and left in a sinking condition.

In northern Greece our rearguards repelled very powerful assaults South and South-West of Mount Olympus inflicting severe casualties on the enemy.

The situation was still grave, as the Germans persisted in their attacks and received continual reinforcement. The R.A.F. had continued to operate against enemy troops and communications; they had shot down ten German aircraft without loss to themselves.

The Germans claimed to have "broken through" at Kalabaka and to have advanced East and West of Mount Olympus, reaching Larissa. Their aircraft were bombing the Yanina-Arta road; they had attacked Lamia, Khalkis and Agrinion without doing much damage.

In Albania the Greeks continued their withdrawal, inflicting considerable loss upon the Italians.

According to a German communiqué **fighting in Yugo-Slavia terminated at noon.**

Mr. Alexandre Korizis, Greek Prime Minister, died suddenly.

In Libya our forces had several successful minor encounters with the enemy round Tobruk and in the Sollum area, where a convoy was engaged by one of our mobile columns. The R.A.F. and Royal Australian Air Force continued their attacks upon troops and convoys, and at night successful raids were carried out against the harbours of Benghazi and Tripoli.

In Abyssinia our advances on Dessie were delayed by damage to the roads. During an attack upon Kombolcha aerodrome the South African Air Force destroyed seven enemy aircraft.

Yugo-Slavia, now regarded as enemy-occupied territory, became subject to the British blockade.

In view of the German threats to bomb Athens and Cairo, the British Government announced that if either of these two cities were molested they would begin a systematic bombing of Rome; once this had begun it would continue, as convenient, until the end of the war: the strictest care would be taken not to harm the Vatican City; it had come to the knowledge of the Government that an Italian squadron was being held ready

to drop captured British bombs upon the Vatican City should a British raid take place and it was therefore necessary to expose this characteristic trick beforehand.

At night, during an enemy air raid on Malta, one German aircraft was shot down into the sea.

19th April.—Bombs were dropped by enemy aircraft in daylight at a point on the North-East coast of England, causing a little damage but no casualties.

The R.A.F. continued their attacks upon shipping off the Dutch coast. Two large merchant ships were believed to have been sunk. About dusk the naval base at Brest was attacked. One of our fighters was lost during the usual offensive patrols.

In northern Greece our rearguards were still heavily engaged with the enemy, who reported progress across the Thessalian plain and the occupation of Larissa and Trikkala.

At night the R.A.F. bombed enemy-occupied aerodromes and troop columns on the move. A particularly heavy and successful attack was made upon the aerodrome at Katarini.

The Germans announced that Bulgarian troops had moved into Macedonia and Thrace "to establish peace and order."

In Albania the Greeks continued to withdraw; the Italians announced that they had advanced to the Greek frontier.

In Libya another German attack upon Tobruk was repulsed. Twelve tanks penetrated the outer defences and four were put out of action when the enemy was driven back. Our detachments had successful minor encounters round Sollum. The R.A.F. and Royal Australian Air Force attacked with great effect enemy columns and convoys in the Acroma, El Adem, Bardia and Menastir localities. The aerodromes of Derna and Berna were raided, also Gazala, where two German aircraft were shot down. The enemy made an ineffective air raid on Tobruk, losing four aircraft shot down by the ground defences. At night the R.A.F. carried out heavy raids against Derna, Benghazi and Gazala.

At night, also, a British force was landed from the sea near Bardia to destroy an important bridge and a valuable stores dump; also to damage the coastal defences. All was accomplished successfully, four coast defence guns being made useless; sixty of the force failed to re-embark and were, presumably, captured.

In Abyssinia our troops were in contact with the Italians holding positions covering Dessie. The South African Air Force was active in the Dessie-Alomata region.

London was again the chief objective when enemy aircraft raided Britain at night. Much damage was done and casualties were very heavy. Two enemy bombers were destroyed.

The two air raids on London, conducted by the enemy with ruthless indiscrimination by what were probably the largest forces he could command for the purpose, were widely announced as reprisals for our attacks upon Berlin. The R.A.F. had not, on this account, altered its offensive plans; and our attacks upon German industrial centres and naval bases continued by night as did our "sweeps," with enemy shipping as their chief objective, by day.

So far as the Balkan theatre was concerned the week was an anxious one. The collapse of the Yugo-Slav resistance—not unexpected considering the disadvantages under which the army had to engage its powerful opponent—placed the Greeks and British in a critical position. The Greek withdrawal from Albania was inevitable, and by a general retreat the Allies had to reach a defensive position not too extensive to be held by the limited forces available. Our rearguards inflicted heavy losses upon an enemy, much superior in numbers and equipment, who was constantly reinforced from Yugo-Slavia.

In Libya our position had improved, thanks to our continuous activity in the air and to the co-operation of the Royal Navy: direct by bombardment from the sea and indirect by attacks upon the enemy's sea communications. Up to the evening of 17th April, thirty-three German tanks had been destroyed at and around Tobruk and twenty-four German aeroplanes shot down, German and Italian prisoners amounting to 1,500. General Wavell had been able to restore the confidence of the Egyptian Government in our ability to repel this second attempt at invasion.

The news of the landing of British and Indian troops at Basra (see 17th April) seemed reassuring. The overthrow of the Iraqi Government (see 4th April) was the result of Axis intrigue, and our land communications from Palestine to India, as well as our oil supplies, appeared to be threatened.

Russia's treaty with Japan (see 13th April) provides some safeguard for the former in the Far East in case she should become involved in hostilities upon her western or south-western frontiers. There was increasing evidence that Germany's Balkan thrust was causing her considerable concern although no departure from her non-committal attitude was to be noted.

20th April.—During the day bombs were dropped by a single aircraft at two points in North-East Scotland. Some damage and casualties resulted.

The German guns on the French coast opened on the Dover area but did no harm.

The R.A.F. attacked enemy shipping off the coast of Norway where a heavy-laden supply ship was left in a sinking condition.

H.M. minesweeper "Bassett" was attacked by four enemy aircraft and shot down two of them.

Italian aircraft attempted a raid on Malta, but three were shot down into the sea and a fourth was severely damaged by our fighters.

Our rearguards in northern Greece were now approaching our new defensive positions, having inflicted heavy casualties upon our enemy. Our losses had been light. **The Germans** had now become more cautious in their advance, which was delayed by the bad roads. They **claimed to have penetrated "well south of Larissa"** and, farther West, to have crossed the pass of Metsovo in the Pindus mountains.

The R.A.F. shot down twenty German aircraft in the course of the day—fourteen of them over Athens—and damaged many more. We lost seven, but only four pilots. Two enemy aircraft were destroyed by fire from the ground.

The Italians announce the capture of positions on the Albanian frontier and the occupation of all the Ionian coast up to the frontier.

During the night the R.A.F. made heavy and continuous attacks upon enemy aerodromes in northern Greece. At Seres a number of German aircraft were destroyed on the ground.

A new Greek Government was formed under the presidency of King George, with Vice-Admiral Sakelariou as Vice-Premier.

In Libya our patrols were active in the area of Sollum.

In Abyssinia fighting round Dessie continued.

The Australian Navy Minister announced that a trawler had been sunk by an enemy mine off the coast of New South Wales.

The R.A.F. night attacks upon Germany included objectives at Cologne, Düsseldorf and Aachen, and several aerodromes. Oil stores at Rotterdam; the docks at Ostend and Dunkirk; the docks at Brest; and an aerodrome at Caen were also bombed. We lost three aircraft in the northern operations.

21st April.—Our fighter patrols had several encounters with enemy aircraft and destroyed one near the French coast. We lost one fighter. At dusk our bombers attacked the docks at Le Havre with good results.

The decision was taken, "in full agreement with and in conformity with the wishes of the Greek Government," **to withdraw the Empire forces from Greece.** Our troops had completed the occupation of their new positions south of Lamia (Thermopylae). The Greeks reported that their own withdrawal had been carried out without serious hindrance and that many losses had been inflicted upon enemy aircraft. Volo and Lamia were occupied by the Germans who also announced that their advance across the Pindus mountains had reached Yanina. The Italians claimed to have crossed the Albanian frontier into Greece along their whole line.

King George of Greece gave up the Premiership to Mr. Tsouderos.

At dawn our Mediterranean Battle Fleet began a bombardment of Tripoli which lasted for forty-two minutes. This action was combined with attacks by the Fleet Air Arm and followed a heavy raid by the R.A.F. who dropped ten tons of bombs. The naval shells, some from 15-inch guns, added considerably to the heavy damage already done to the harbour installations; six merchant vessels and a destroyer lying in the port were hit. On the way to Tripoli the Fleet Air Arm had intercepted five German troop-carriers and shot down four of them.

Throughout the day the R.A.F. continued their operations against enemy troops and transport, notably in the Capuzzo and Bardia areas. One German aircraft was destroyed by our fighters and the aerodromes at Derna and Gazala were bombed. Barce aerodrome was bombed at night.

At night, also, Australian troops in Tobruk made two raids on enemy positions, capturing 17 Italian officers and 430 other ranks.

The sinking was reported by H.M. submarine "Tetrarch" of a fully-laden tanker en route for Tripoli.

In Abyssinia our southern column, after sharp fighting, occupied an important position covering Dessie. On the northern side our advance was still impeded by extensive road demolitions. Farther South, beyond Addis Ababa, our clearing operations were making satisfactory progress; prisoners taken numbered 17 officers and 549 others.

Enemy aircraft carried out a heavy raid on Plymouth during the night causing considerable damage and many casualties. Bombs were also dropped in other areas, mainly in East Anglia. Near Plymouth two enemy bombers were destroyed.

22nd April.—In the morning our fighters shot down an enemy bomber into the Channel.

The R.A.F. made a daylight low-level attack upon a heavily-laden supply ship off the coast of Norway and scored a direct hit. A mine-sweeper, also, was attacked and damaged.

The Free French submarine "Minerve" was announced to have made a successful torpedo attack upon a large tanker off the Norwegian coast.

In Greece the Empire Forces consolidated their new positions whilst the R.A.F. were occupied in offensive reconnaissance. German aircraft attacked our aerodromes; our ground defences destroyed five of the enemy and damaged others.

The Germans announced that they had engaged "British reinforcements" in the pass of Thermopylæ.

The Greek forces in Epirus, cut off by the German advance south-westward through the Pindus mountains, **capitulated** at night.

German aircraft bombed the Piræus and many districts round Athens, also shipping in the Gulf of Salonika. Italian air attacks were mostly confined to the rural districts of Greece.

The Commander-in-Chief Mediterranean reported successes gained by the Fleet Air Arm against sea-borne supplies intended for the enemy armies in the Balkans; a tanker, a supply ship and an ammunition ship were among the vessels sunk. We had lost one aircraft.

In Libya an early morning air raid on Benghazi did considerable damage to shipping. The R.A.F. shot down four enemy aircraft and damaged others in aerial combat over Tobruk. Vehicles containing enemy infantry were machine-gunned by our aircraft, heavy casualties being inflicted. At night the R.A.F. made heavy raids on Benghazi and on the harbour at Tripoli.

In Abyssinia the southward advance on Dessie made progress in the region of Amba Alagi; south of Dessie the enemy's covering troops were pressed back. Our clearing operations made good progress in the Asosa and Gambella areas (near the Sudan border)

and in southern Abyssinia. The South African Air Force destroyed one enemy aircraft over Debra Marcos, and the Rhodesian squadron three at Alomat.

The R.A.F. delivered heavy attacks at night upon Calato aerodrome (island of Rhodes) and the main harbour of Rhodes.

At night the R.A.F. made two attacks upon Brest, where the "Scharnhorst" and "Gneisenau" were still berthed. We lost one aircraft in the course of our day and night operations based on Britain.

During the night Plymouth was again heavily attacked by enemy aircraft, considerable damage and many casualties being caused.

23rd April.—In daylight the R.A.F. made a successful attack upon the important electric power-station at Ibbenburen, near Osnabrück, in North-West Germany. A wireless station on the Dutch island of Terschilling was bombed and troops were machine-gunned from a low level. Attacks were also made upon enemy shipping off the Dutch coast, three vessels being hit and probably destroyed whilst others were damaged. One of our bombers was lost.

The Admiralty announced that H.M. armed merchant cruiser "Rajputana" had been torpedoed and had subsequently sunk.

In Greece the Empire forces now withdrawing to the line Khalkis-Thebes were still in contact with the enemy. The Germans claimed "a successful penetration of the Thermopylae positions."

Italy reported a continuous advance into Greek territory (Epirus) until the cessation of hostilities at 6.0 p.m. Germany reported that an armistice was signed at Salonika between the German and Italian commands and the Greek Commander-in-Chief in Epirus and Macedonia, at 2.45 p.m.

King George of Greece announced the capitulation of the Greek forces in Epirus on the previous night and also the removal of the Government from Athens to Crete.

Great Britain announced that the King and Government of Yugo-Slavia were now established in the Middle East; Yugo-Slavia would continue the struggle.

In Libya our patrols continued their activities round Sollum and Tobruk. The R.A.F. attacked enemy aircraft on the ground at Derna and did heavy damage to enemy motor transport at

various places. In an encounter over Tobruk eight German aircraft were shot down; we lost three fighters, but only one pilot.

In Abyssinia South African troops, after hard fighting, drove in the Italians from covering positions on the south side of Dessie. Magi (in South-West Abyssinia, near the Sudan border) was occupied by our forces.

Mr. Menzies, Australian Prime Minister, in a speech broadcast from London, announced that Lieut.-General Sir Thomas Blamey, commanding the Australian Imperial Force in the Middle East, was to be appointed Deputy Commander-in-Chief Middle East.

The Iraq Government announced that the passage of British troops through Iraq had been facilitated according to the terms of the Anglo-Iraq treaty.

At night the R.A.F. made another heavy attack on the battle-cruisers "Scharnhorst" and "Gneisenau" and the docks at Brest. Le Havre was bombed also. None of our aircraft was lost in these operations.

The enemy again made Plymouth the principal objective of his air attacks during the night. Damage was done and casualties caused.

24th April.—During the day the R.A.F. bombed and destroyed an enemy tanker off the Norwegian coast; did heavy damage to a wireless station on a Norwegian island; and, in the course of offensive patrols over northern France, machine-gunned German fighters on their aerodromes. One of our fighters was lost.

The Admiralty announced that H.M. submarine "Urge" had torpedoed a large tanker which was attempting to run the blockade.

In Greece the Empire Forces continued their withdrawal, inflicting heavy losses on the enemy as they did so. The Germans announced the capture of the Pass of Thermopylæ "by concentric attacks." At night the embarkation of the Empire Forces began, about 13,500 men leaving from the Raptis (seaboard East of Athens) and Nauplia (Peloponnesus) areas.

German aircraft made repeated attacks upon R.A.F. aerodromes and upon the Piræus, Eleusis and Megara, and shipping in the Gulf of Ægina and near the island of Chios. They attacked two hospital ships, sinking one. Three of the enemy were shot down by anti-aircraft fire.

In Libya our forces at Tobruk repulsed an enemy attack, inflicting heavy losses and capturing 2 officers and 125 other ranks, some of them Germans. Our patrols were active round Sollum. The R.A.F. attacked motor transport and mechanized troops with success; bombed enemy aircraft on the ground at Derna and El Gazala; and shot down four enemy aircraft over Tobruk. At night the harbours at Tripoli and Benghazi were attacked, also an enemy convoy near El Argub and motor transport and troops near Acroma and Derna.

In Abyssinia our forces made further progress at Dessie, prisoners now amounting to over 700. An enemy column, pursued by our troops North-West of Addis Ababa, lost 112 prisoners. Troops of the Sudan Defence Force captured Fort Mota, 12 Italian officers and many hundreds of colonial troops being made prisoner.

At night the R.A.F. made a heavy attack upon Kiel and Wilhelmshaven. Docks and other objectives on the coasts of Norway, Holland, Belgium and France were also attacked. Two of our aircraft were lost.

25th April.—The R.A.F. daylight operations included the successful bombing of a number of objectives at IJmuiden and on the island of Baltrum. The railway track between Middleburg and Flushing (island of Walcheren) and railways and wireless stations in Denmark were also attacked. A supply ship near Rotterdam was bombed from a low level; an attack upon a strongly escorted convoy west of Heligoland sank one vessel and damaged another.

The Admiralty gave notice of the extension of the area in the Eastern Mediterranean which was dangerous to shipping.

In Greece the withdrawal of the Empire forces continued. Enemy aircraft raided various districts of Attica and some towns in the Peloponnesus. The Germans had passed troops from Thessaly to the island of Euboea and thence back to the mainland by way of Khalkis; farther west they had advanced through Thebes. The occupation of the island of Lemnos was announced. At night about 16,000 of our troops were embarked at Megaris.

In Libya enemy concentrations near Tobruk were broken up by artillery fire and successful minor engagements occurred round Sollum.

In Eritrea the R.A.F. bombed a hangar at Macaaca, destroying a number of enemy aircraft.

In Abyssinia our troops made further progress on the southern side of Dessie. Our aircraft destroyed two Italian fighters on the ground at Kombolcha and attacked enemy troops at Gimma and Argio.

The appointment was announced of General Lord Gort, V.C., to be Governor and Commander-in-Chief at Gibraltar, in succession to Lieut.-General Sir C. Liddell appointed Inspector of Training at home.

President Roosevelt announced the extension of the American neutrality patrol.

Kiel was the principal objective of the R.A.F. night offensive ; but Berlin, Bremerhaven, Wilhelmshaven, Emden, Lubeck and Friedrichstadt and the oil stores at Rotterdam were also bombed. In the day's and night's operations two of our aircraft were lost.

Enemy air raids on Britain during the night were mainly concentrated upon North-East England, where some damage was done.

26th April.—Bombs dropped by daylight in a town on the South-East Coast caused some damage and casualties.

R.A.F. fighters carried out several offensive sweeps over the Channel and northern France. One enemy fighter was shot down.

The R.A.F. also continued their operations against enemy shipping : three supply ships were attacked off the coast of Norway and at least one of them was sunk ; one vessel in an escorted convoy off the Frisian islands was damaged ; anti-aircraft ships near the Dutch coast were attacked with bombs and machine-gun fire. An attack upon an aerodrome near Sund (Norway) destroyed at least two enemy aircraft and damaged others.

In Greece the withdrawal of our forces still continued, our rearguards at times being heavily engaged. The Germans claimed that parachute troops captured the Isthmus of Corinth and Corinth itself ; other forces had crossed the Gulf of Corinth into the Peloponnesus and occupied Patras. At night about 8,000 of our troops were embarked from the Kalamata area, over 4,000 from Nauplia (Peloponnesus) and 3,500 from the Raphitis and Rafina areas (seaboard East of Athens).

In an attempt to rescue Mr. Ronald Campbell, British Minister to Yugo-Slavia, H.M. submarine "Regent" entered the harbour of Koto (on the Dalmatian coast South of Dubrovnik) although the whole area was occupied by Italian forces. An Italian officer was embarked as hostage, whilst a search, which proved fruitless,

was made for Mr. Campbell. After lying in the harbour, wearing her largest White Ensign, for nine hours, H.M.S. "Regent" was attacked by two Italian dive-bombers, whereupon she submerged and put to sea.

General Papagos, Commander-in-Chief of the Greek Armies, resigned at his own request, his duties being assumed by the Premier, now also War Minister.

In the evening enemy detachments—reported to be composed mainly of Italians—crossed the Egyptian frontier at several points South of Sollum. Our light mobile forces harassed their advance.

In Abyssinia our columns moving from the South occupied Dessie, the number of prisoners taken in these operations now amounting to 2,000 Italians and 400 colonials. A number of guns and much war material were captured. Our aircraft attacked a motor convoy of enemy troops in the region of Alomata.

At night the R.A.F. made a heavy attack upon Hamburg, also bombing Emden, Bremerhaven and Cuxhaven, and the docks at Le Havre and Ijmuiden. Five of our aircraft were lost in the operations of the day and night.

Merseyside was the chief objective of enemy air raids during the night, but although damage was done casualties were not numerous.

By the end of the week the campaign in Greece was virtually over. German troops were advancing in the Peloponnesus and had extended their hold upon the Greek islands in the Aegean. Bulgarian forces, now in occupation of Thrace, were said to have entered Yugo-Slavia and taken possession of Monastir and Prilep. It seemed that Germany, using the troops of one of her vassal states as an army of occupation, would soon be concentrating her forces for another blow.

The Admiralty announcement extending the limits of the area declared "dangerous to shipping" (see 25th April) followed similar enemy declarations: the Aegean Sea and the eastern Mediterranean almost as far as Cyprus were now likely to become the scene of intensive air and sea warfare.

The campaign in Libya had taken on a more hopeful aspect. We still retained our superiority in the air, and the possession of Tobruk, on the flank of the Italo-German advance, was proving its value. It is true that enemy detachments were on Egyptian soil, but we had enjoyed another week's respite for the organization and concentration of our resources. Moreover, our commitments in East Africa were growing less and would be less still when the Abyssinian Emperor was

installed in Addis Ababa. The capture of Dessie left the Italians with two main centres of resistance, the Gondar region (Amara province) and the Galla country round Gimma, 150 miles South-West of Addis Ababa.

Some heartening revelations were made concerning the extent of the assistance we were already receiving from beyond the Atlantic. On 23rd April, Lord Beaverbrook, in the House of Lords, stated that nearly 1,000 assembled American aircraft—including Canadian machines—had already been delivered to the R.A.F. and that many were already in service; the flow of aircraft from the U.S.A. was increasing rapidly; only one aeroplane had been lost in the "ferry service." On the same day Colonel Knox, Secretary of the U.S. Navy, said that twenty fast torpedo boats were ready for delivery to Great Britain. President Roosevelt's announcement of the extension of the American neutrality patrol zone (as defined by the Declaration of Panama, 3rd October, 1939) meant that American warships and aircraft would police the western Atlantic, so enabling us to concentrate our protective forces nearer home.

27th April.—A successful daylight attack upon Germany was carried out by the R.A.F., who bombed a factory and a military camp near Cologne. In Holland the docks at IJmuiden and the aerodrome at De Kooy were attacked; off the coast of Brittany an enemy patrol ship was badly damaged; and a patrol of fighters machine-gunned gun positions and a supply train in Holland.

German troops entered Athens at 9.25 a.m.

H.M. destroyers "Wryneck" and "Diamond" which had rescued troops from a burning transport during the previous night, were sunk by enemy dive-bombing attacks. At night, 4,200 of our troops were embarked from the Raptis area (seaboard East of Athens).

The enemy detachments which had crossed the Egyptian frontier made little further advance; our light forces remained in contact with them. The R.A.F. continued to attack enemy troops and transport.

In Abyssinia units of the Sudan Defence Force captured Socota in the Gondar area; many casualties were inflicted on the enemy and 400 captured colonial troops volunteered to enter the service of the Emperor.

Enemy aircraft raided Portsmouth at night, causing some damage and numerous casualties. Bombs were dropped, also, in South-West England and on the North-East coast of Scotland. One enemy bomber was destroyed.

28th April.—Bombers of the R.A.F. made a daylight attack upon a convoy escorted by two destroyers off the Dutch coast. Considerable damage was done to the shipping, including one of the warships. Another of our bombers dropped heavy explosives on the docks at Emden. Shipping was attacked at several points off the coasts of France and Holland and two vessels were believed to have been sunk; bombs were dropped on a factory and railway yards at Meppel (near the Zuyder Zee), Den Helder docks and De Kooy aerodrome; and an enemy bomber was destroyed off the Dutch coast. In all these operations six of our aircraft were lost.

A British vessel shot down a German bomber off the East coast of England early in the day. In the evening H.M. mine-sweeper "Elgin" shot down another.

German troops were reported to be occupied in clearing central Greece and the Peloponnesus. The Italians took possession of Corfu and Preveza.

In Libya at night the R.A.F. bombed concentrations of enemy aircraft at Benina and Derna aerodromes and also attacked the harbour at Benghazi.

In Abyssinia fighters of the South African Air Force and bombers of the R.A.F. were active.

At night the R.A.F. again carried out attacks upon the battle cruisers "Scharnhorst" and "Gneisenau" lying in Brest.

Enemy aircraft resumed attacks upon Plymouth during the night, inflicting considerable damage and casualties. Bombs were dropped, also, in other parts of South-West England, and in South Wales, East Anglia and South Coast districts. Four enemy bombers were destroyed, three of them by fire from the ground.

29th April.—German guns on the French coast bombarded the Dover area for five hours. Some damage was done and four people were wounded. Our guns replied.

The R.A.F. made attacks upon enemy ships off the coasts of France, Belgium and Norway. One supply ship was set on fire and four others badly damaged. Two of our bombers and one of our fighters were lost in these daylight operations.

In Greece, the Kalamata region (Peloponnesus) was now in enemy possession, but 500 more of our troops were embarked at night from this coast. Also 3,750 men were embarked from Monemvasia (Peloponnesus) and 750 R.A.F. personnel from the island of Kythera.

On the Libyan-Egyptian frontier our patrols were active South of Sollum. During this and the previous day three enemy aircraft were shot down by anti-aircraft fire over Tobruk.

At night the R.A.F. attacked Mannheim in force, using thousands of incendiaries and some of the most powerful bombs. The oil stores at Rotterdam were attacked also. We lost one aircraft.

Enemy aircraft during the night made **another heavy raid upon Plymouth** where a considerable amount of damage was done and casualties were many. Bombs were dropped at other points in the South-West and in southern England, East Anglia and South Wales. Our fighters destroyed three enemy bombers and our anti-aircraft defences shot down five.

30th April.—The R.A.F. attacked and harassed enemy shipping off the Dutch coast during the day. A wireless station on a Norwegian island was bombed. One of our aircraft was lost.

Two enemy aircraft were shot down during raids on Malta.

It was officially announced that **at least 80 per cent. of the Empire Forces had been safely evacuated from Greece**, with the assistance of the Royal Navy (includes Fleet Air Arm), Merchant Navy and R.A.F. Casualties in killed and wounded amounted to 3,000. The Germans announced that in the course of their advance towards the southern ports of the Peloponnesus they had taken 5,000 British prisoners.

At night the embarkation was completed, it being judged impossible to rescue any more of our men. The numbers embarked were given as 45,000 troops and R.A.F. personnel and a considerable number of refugees (Fleet estimate); and our losses in ships were two destroyers (see 27th April) and four transports, of which three were empty.

The British blockade was extended to Greece, now an enemy-occupied country.

In Libya the operations of the R.A.F. caused great loss to the enemy in troops and vehicles. **Tobruk was heavily attacked** by enemy tanks and infantry in the evening.

In Abyssinia the captures in and around Dessie now amounted to 5,500 Italians, 2,400 colonials and 93 guns. Our columns were converging on Amba Alagi.

At night in unfavourable weather the R.A.F. made another heavy attack upon Kiel. Other objectives included the Berlin

area, the industrial centre of Hamburg and the port of Emden. None of our aircraft was lost.

1st May.—During the afternoon R.A.F. bombers carried out a particularly effective raid on the German submarine base at Den Helder. The oil storage tanks at Vlaardingen and shipping off the Dutch coast were attacked, an oil tanker being badly damaged.

Italian troops occupied the Greek islands of Cephalonia, Zante and Levkas.

A large convoy carrying troops from Greece was attacked by enemy "E" boats which were driven off. No damage was sustained by our ships.

The Admiralty announced the safe arrival in British ports of three Yugo-Slav war vessels—the submarine "Nebojsa" and two motor torpedo-boats.

By the morning the enemy attack on Tobruk (Libya) had penetrated the outer defences; but our troops counter-attacked successfully in one sector where the enemy lost eleven tanks and suffered heavy casualties. The fighting continued. R.A.F. fighters shot down three enemy aircraft over Tobruk and made continuous attacks upon troops and communications. Benghazi harbour was again attacked at night.

Progress was made in Abyssinia by our columns converging upon Amba Alagi. Our troops occupied Bahadar (south of Lake Tana) and Dehub.

The British Government issued a statement regarding the action of the new Iraqi Government who, after acquiescing in the first landing of British troops at Basra (see 17th April) had taken exception to the landing of a second contingent. The fresh landing had been made without incident, but **Iraqi troops were now concentrated round the R.A.F. training school at Habbaniya.** The Iraqi Government were being pressed to remove these troops.

The following changes in the Government were published:—Lord Beaverbrook to be Minister of State; Lieut.-Colonel J. T. C. Moore-Brabazon to be Minister of Aircraft Production; Mr. F. J. (Baron) Leathers to be Minister of Shipping and Minister of Transport. Mr. R. H. Cross, former Minister of Shipping, was appointed High Commissioner to the Commonwealth of Australia.

At night the R.A.F. delivered another attack upon the docks at Brest. In the course of our day and night operations we lost one aircraft.

Enemy air raids on Merseyside during the night caused some damage and casualties. One enemy bomber was shot down by our night fighters.

2nd May.—During daylight operations against enemy shipping off the Dutch coast the R.A.F. made direct hits upon two supply vessels, one of which was believed to have sunk.

German forces were reported to be in complete occupation of the Peloponnesus and the enemy claimed the capture of 8,200 British troops.

In Libya the enemy renewed his attacks upon Tobruk, employing a large number of tanks. He was repulsed with heavy loss and the fighting died down before nightfall. Around Sollum one of our mechanized columns surprised a considerable body of the enemy, capturing many prisoners and a field gun. An enemy convoy near El Adem was raided by the R.A.F. who shot down two German aircraft in the Tobruk area.

R.A.F. bombers attacked in the Mediterranean a convoy of merchant vessels escorted by destroyers. Direct hits were made on the destroyers and three large merchant ships.

At night the R.A.F. raided the aerodrome at Benina where two troop-carriers were destroyed and others damaged.

In Abyssinia our column operating from the North captured a position near Amba Alagi. Our southern column occupied Waldia, fifty miles north of Dessie. In the southern area the post of Fike (near Sciasciamanna) was taken after a sharp engagement, the Italians suffering heavy loss. The South African Air Force destroyed two Italian aircraft and carried out active operations against the enemy at Debra Tabor, in the Falaga Pass and in the Lake Asciangi area.

In Iraq the troops concentrated round Habbaniya had been reinforced and, in the early morning, opened fire on the British cantonment. Fighting continued throughout the day. After attacking an unarmed British construction party which was in the vicinity, Iraqi troops occupied Rutba (on the oil pipeline between Kirkuk and Haifa). At Basra our troops drove out the Iraqi forces who were in possession of the airport, dock area and power station and had refused to withdraw.

At night the R.A.F. made a heavy attack upon Hamburg, where extensive damage was done to the industrial areas and the docks. Emden and the oil stores at Rotterdam were also bombed. We lost four aircraft during our day and night operations.

Enemy aircraft attacked Merseyside during the night, doing considerable damage and causing many casualties. Bombs were dropped, also, on an East Anglian town and at many other points in England. Three enemy bombers were shot down by our night fighters and three by anti-aircraft fire.

3rd May.—R.A.F. bombers, escorted by fighters, made daylight attacks upon enemy shipping in the Straits of Dover, sinking two—probably three—ships. We lost two aircraft.

The Admiralty broadcast a warning to masters of enemy ships that the signal "Stop—do not lower boats—do not scuttle—do not use radio—if you disobey I open fire" might be made to them by H.M. ships.

The Admiralty announced that the armed merchant cruiser "Voltaire" was overdue and must be considered lost.

In Libya attacks upon Tobruk were brought to a standstill, the enemy tanks withdrawing in the face of artillery fire. Our mechanized forces fought another successful engagement in the Sollum area. The R.A.F. raided Benina aerodrome in daylight, damaging many German troop carriers, and also bombed Benghazi where much destruction was caused. At night the aerodromes at Benina and Derna were bombed.

In Abyssinia further progress was made by our forces near Amba Alagi. Indian troops occupied Emadani and Ulethert (in the Debub area) repulsing a counter-attack of superior forces; prisoners amounted to 250.

General Smuts, in the South African House of Assembly, announced that in response to a request from the British Government, South African troops were to be sent from Abyssinia to the Western Desert; part of the South African Air Force was already on its way to Egypt.

After a quiet night Iraqi artillery opened fire again upon the British cantonment at Habbaniya. Both landing grounds remained in use, however, and our bombing kept the enemy inactive and subdued the shelling. Our bomber aircraft heavily attacked the petrol dumps and magazine at Moascar el Rashid, the Iraqi aerodrome outside Baghdad, demolishing many military buildings. Aircraft on the ground were damaged. In the air our bombers shot down some Iraqi aircraft and damaged others.

At night the R.A.F. made a heavy raid upon the industrial centre of Cologne with high explosive and incendiary bombs.

Attacks on a smaller scale were made upon objectives at Essen and Düsseldorf and the oil storage tanks at Rotterdam. A strong force of our bombers again attacked the battle cruisers "Scharnhorst" and "Gneisenau" at Brest, also the docks at Cherbourg and Boulogne, and the aerodrome at Le Touquet. Oil tanks and an enemy aerodrome in southern Norway were bombed. In all these operations none of our aircraft was lost.

Enemy aircraft again attacked Merseyside during the night, **causing much damage** and many casualties. Attacks were also made on towns on the South and North-East coasts and at many other points in England, Scotland and Wales. **Sixteen German bombers were destroyed**, thirteen by our night fighters, two by anti-aircraft fire, and one by a balloon barrage.

Our air action upon the German occupied ports along the western seaboard from Norway to the Bay of Biscay continued to develop both by day and night, an important phase of our counter-offensive against the enemy's attack upon our sea communications. These assaults upon the bases which sustained the German surface raiders, submarines and long-distance aircraft were having an effect which would manifest itself gradually but surely as the sea warfare went on.

The Admiralty warning to enemy merchant ships (see 3rd May) seemed to imply a change in our naval policy as regards the interception of enemy merchantmen. Up to the present enemy crews had scuttled their vessels in the confident assumption that, no matter what the risk, their rescue at British hands was assured.

The Prime Minister's speech, broadcast on 27th April, made it clear that our forces engaged in Greece had included one Australian and one New Zealand division and amounted to less than 60,000 in all. The early defeat of the gallant but ill-prepared Yugo-Slav armies, the exhaustion of the Greeks after many months of successful campaigning against a numerically superior enemy, and the powerful German forces engaged had all combined to make the withdrawal and the evacuation inevitable. Our consolation was that, thanks to the fighting qualities of our troops and the splendid work performed by the Royal Navy, the Merchant Navy and the R.A.F., a major disaster had been averted. One feature of the campaign was the overwhelming air strength developed by the enemy so far from his home bases; a witness to his energetic and methodical preparation ever since his penetration of Bulgaria began. German possession of Greek islands in the Ægean now constituted a threat to Turkey; and an enemy Mediterranean offensive, in the East with the acquiescence of Turkey and in the West with the co-operation of Spain, became a distinct possibility. If the next Nazi threat was to be towards Central Asia much would depend upon the attitude of Russia.

With the conclusion of the campaign in Greece interest was focussed upon the situation in Iraq, where German intrigue seemed to be directed, in the first instance, towards interference with our oil supplies and the encirclement of Turkey. The Arab peoples bore the Axis powers no love, but our interests could be protected and our prestige restored only by swift and strong action.

On the 27th April Mr. Churchill admitted that the German advance in Libya had been made earlier and in greater strength than we had expected. Owing to the diversion of our forces to the Balkan theatre we had only one armoured brigade, backed by an infantry division, to oppose it. The enemy appeared to have made extensive use of air-borne troops, supplies, guns and ammunition, and doubtless owed much to the acquiescence and connivance of the Vichy Government.

Many significant facts concerning the aid to be expected from the U.S.A. were revealed during the week. The U.S.A. aircraft industry expected to build 18,000 aeroplanes this year and 30,000 in 1942; monthly production already equalled that of Great Britain, estimated at 1,500. The U.S. Maritime Commission was arranging to place fifty tankers at our disposal without delay. President Roosevelt had ordered work on machine tools and machines for the armament industry to be placed upon a 24 hours a day and a seven days a week basis.

4th May.—In the course of daylight sweeps carried out by the R.A.F. over the Channel and North Sea, an enemy patrol vessel was attacked and left sinking. Two of our fighters were lost during patrols, but the pilots of both were saved.

Enemy aircraft which attempted to raid Crete were intercepted by our fighters, which shot down four and damaged others.

In the Western Desert (Sollum area) our mechanized forces successfully engaged several enemy detachments which suffered considerable loss in personnel and armoured vehicles. The R.A.F. attacked motor transport, carrying troops, in the Maraua area and inflicted casualties. Enemy headquarters South-East of Tobruk were bombed. At night our aircraft made a heavy attack upon Benghazi harbour and Benina aerodrome and also bombed the landing grounds at Barce, Derna and Gazala. Among the aircraft destroyed were several troop carriers.

In Abyssinia steady progress was made against Amba Alagi; a large number of enemy troops surrendered. The South African Air Force machine-gunned Italian headquarters and carried out particularly successful attacks upon troops, dumps and transport between the Falaga Pass and the Dessie road.

In Iraq the shelling of Habbaniya aerodrome was resumed early in the morning, but our aircraft carried out attacks upon Iraqi mechanized troops and transport, reducing the enemy to inactivity. The R.A.F. repeated their attack upon Moascar el Rashid, causing much destruction to buildings and aircraft. Two Iraqi fighters were shot down. On the return journey 24,000 leaflets, printed in Arabic, were dropped on Baghdad. One of our aircraft was lost. Later in the day both Moascar el Rashid and Baghdad airport were machine-gunned by the R.A.F. The greater part of the Iraqi Air Force might now be reckoned as out of action or destroyed.

The Emir Abdul Illah, the deposed Regent of Iraq, issued a proclamation from Palestine announcing his return and calling upon the Iraqis to "drive out the band of traitors" who had seized the Government.

Hitler addressed the Reichstag.

About dusk our aircraft bombed an enemy supply ship off the coast of Norway and attacked objectives in southern Norway.

The R.A.F. carried out a heavy bombing attack at night against Calato aerodrome on the island of Rhodes.

At night H.M.S. "Southwold" shot down a German bomber.

In good weather the R.A.F. made a night attack upon the battle-cruisers "Scharnhorst" and "Gneisenau" at Brest, scoring direct hits on both ships with armour-piercing bombs. The docks and shipping at Rotterdam, Antwerp, Le Havre, St. Nazaire and Cherbourg and the aerodrome at Querqueville were also attacked with marked success.

Enemy air attacks during the night were widespread ; in England the brunt fell upon the North-West, including Merseyside, where considerable damage and a number of casualties were caused. A heavy and sustained attack was made upon Belfast where residential and industrial areas suffered severely. Nine German bombers were destroyed, six by our night fighters and three by fire from the ground.

5th May.—In the course of the day two enemy aircraft were destroyed by our fighters.

R.A.F. bombers continued their search for enemy shipping and attacked a number of supply vessels.

Major-General B. C. Freyberg, V.C., was appointed Commander-in-Chief of the Allied Forces in Crete.

The Spanish Government assumed control of the Customs at Tangier.

In Libya heavy sandstorms restricted the activities of our ground and air forces in the Sollum area; but our fighters and bombers carried out successful operations against enemy mechanized units in the regions of Bardia, El Adem, Capuzzo and Sollum. At night our troops at Tobruk made successful attacks upon enemy forward positions, inflicting casualties and taking prisoners. The R.A.F. bombed the aerodromes at Benina, Derna, Gazala, Bardia and Berka, also the harbour at Benghazi.

The Emperor Haile Selassie entered Addis Ababa, being received by Lieut.-General A. G. Cunningham, G.O.C. East Africa. Further progress was made by our forces pressing northward on Amba Alagi. From Neghelli our advance reached a defended position covering Adola; the enemy was ejected from it, suffering heavy casualties.

In Iraq the enemy fire upon Habbaniya cantonment was feeble, being reduced by the action of the R.A.F. who bombed Iraqi motor transport, personnel and gun positions. Military positions at Diwaniya and motor transport at Falluja were also bombed effectively by our aircraft.

At night the R.A.F. made a heavy attack upon Mannheim industrial centre, and objectives at Frankfurt-on-Main. The docks at Boulogne and Cherbourg, the port of St. Nazaire, and aerodromes near Stavanger (Norway) were also bombed.

Air raids on Britain during the night were chiefly concentrated on Clydeside, although Merseyside also suffered. The Belfast area was likewise attacked, damage in these places being considerable and casualties rather heavy. Bombs were dropped at many other points in England. Eight German bombers were destroyed by our fighters and one by fire from the ground.

6th May.—Enemy aircraft bombed a town on the Kent coast and a town on the East coast during the day. Two enemy fighters were shot down by our aircraft and two more by fire from the ground. We lost five fighters but only two pilots.

The R.A.F. continued their search for enemy shipping off the Dutch and German coasts. One patrol vessel was sunk and another set on fire.

The enemy made a heavy air-raid on Malta causing some damage to military and civilian property. Our fighters were engaged, but the combat was inconclusive. At night the attack was

repeated and more damage was done, but two German bombers were shot down by fire from the ground and one by our night fighters.

German troops occupied the islands of Mytilene and Chios in the Ægean Sea; Italians took possession of many of the Cyclades group: Paros, Naxos, Amorgos, Thera and Anaphè.

Operations in Libya were hampered by violent sandstorms, but our patrols were active in the Sollum area.

In Abyssinia our pressure upon Amba Alagi increased, our forces occupying Quoram, thirty miles South of the Italian main position. Among the prisoners taken was a general officer. The remnants of the Italian forces, over a wide area, were attacked by the R.A.F., the South African Air Force and a Rhodesian squadron.

On the North-East coast of Italian Somaliland our troops occupied Bender Kassim, capturing 100 prisoners and a quantity of war material.

In Iraq British troops and Iraqi levies, with R.A.F. assistance, **drove the enemy from his positions** on the plateau overlooking the cantonment at **Habbaniya**; 28 officers and 408 men were captured and the enemy casualties totalled 1,000. Our losses were light. This operation was facilitated by the arrival of air-borne troops and howitzers from the British forces at Basra. Rutba was surrendered to British patrols supported by the R.A.F., who also attacked Moascar el Rashid aerodrome, destroying and damaging more Iraqi aircraft.

At night the R.A.F. delivered a heavy attack upon Hamburg and bombed other objectives in North-West Germany. The docks at Le Havre and many targets on the enemy-occupied coasts were attacked; and off the Frisian islands a big supply ship was hit and became a total loss. In our day and night bombing operations we lost three aircraft.

Enemy aircraft made extensive raids during the night with Clydeside as their principal objective. Here and on Merseyside considerable damage was done, and casualties were considerable. Nine of the raiders were destroyed by our night-fighters.

7th May.—Eight enemy aircraft were destroyed as the result of aerial encounters round our coasts during the day. We lost two fighters.

The Admiralty announced the loss of H.M. auxiliary vessel "Patia," attacked and sunk by a German aircraft which she shot down.

In the Mediterranean the R.A.F. attacked an enemy convoy, severely damaging two merchant ships and shooting down an Italian aircraft.

In Libya the R.A.F. carried out successful attacks upon Benghazi and the landing grounds at Berka, Benina, and Derna. The destruction caused was very great.

In Abyssinia our forces made progress on the North side of Amba Alagi. Our aircraft attacked enemy columns and positions in that vicinity. Free French aircraft attacked the landing ground at Gondar.

In Iraq the R.A.F. again bombed Baghdad airport and also attacked dispersed aircraft at Hinaidi. There was some sniping at Habbaniya; hostile forces seen to the eastward were bombed by our aircraft.

At night an enemy air-raid was carried out upon the Suez Canal zone, resulting in some damage to property.

At dusk the German guns on the French coast, with air observation, shelled Dover. Some damage was done and 14 casualties were reported.

A heavy and particularly successful night attack was made by the R.A.F. on the "Scharnhorst" and "Gneisenau" at Brest; both battle-cruisers received direct hits by heavy armour-piercing bombs and much damage was done to the dock. Attacks were made, also, on the submarine base at St. Nazaire, the docks at Bremen, shipping off the Dutch coast, the oil refineries at Donges on the estuary of the Loire, and on docks and shipping at Bergen.

Enemy air raids on Britain at night were widespread, but the chief sufferers were Merseyside, North-West England, towns in the North-East, and places near the Bristol Channel. Twenty of the hostile aircraft were shot down by our night fighters, three by fire from the ground and one by balloon barrage.

8th May.—No bombs were dropped on Britain during the day, but in combats round our coasts eleven enemy fighters and one bomber were shot down by the R.A.F.; also two enemy fighters were destroyed by fire from the ground. Two of our fighters were lost, but one pilot was saved.

The R.A.F. attacked shipping off the Norwegian coast, a German escort vessel being set on fire. We lost one aircraft in these operations.

The Admiralty announced that H.M. yacht "Fiona" had been sunk.

German and Italian aircraft made repeated attacks upon our naval forces in the western Mediterranean but were driven off by our naval fighter aircraft and fire from the ships. Seven of the enemy were destroyed and five severely damaged; we lost two fighters, but the crew of one was saved. No damage was sustained by any of our ships.

During the early hours of the morning British warships bombarded Benghazi (Libya) harbour and shipping. Two enemy supply ships approaching the harbour were intercepted and destroyed.

Severe sandstorms hampered operations round Tobruk. Our mechanized forces were active round Sollum. At night the R.A.F. made heavy raids upon Benghazi, Benina, and Derna, much destruction being caused. The road East of Tobruk and the road North of Bardia were both bombed; motor transport was destroyed and considerable damage done to the road surface.

In Iraq our patrols were active against the Iraqis retreating from Habbaniya towards Ramadi and Falluja. The R.A.F. bombed the aerodromes at Hinaidi (Baghdad) and at Sharaban and Baquba (North of Baghdad), destroying and damaging many Iraqi aircraft.

At night the heaviest attack yet made by the R.A.F. against Germany achieved widespread destruction despite strong opposition. The shipyards and industrial quarters of Hamburg and Bremen were the principal objectives, but successful attacks were made also upon Berlin, Emden, on other targets in North-West Germany, and on German coastal shipping. Ten of our aircraft were lost in the course of these operations. In France the enemy submarine base at St. Nazaire was bombed without loss to the aircraft engaged.

During the night enemy aircraft attacked the Humber area, where considerable damage was done and many casualties were caused, two districts in the North Midlands, and a town on the North-West coast. Here the loss of life was not so heavy. Bombs were also dropped at many other places in England. Eleven of the raiders were shot down by R.A.F. night fighters and two by fire from the ground.

9th May.—In the course of daylight patrols over the Channel two enemy aircraft were destroyed by our fighters. Two of our fighters were lost but one pilot was saved.

The Admiralty announced that one of our patrols operating in northern waters had encountered the German armed trawler "München," which was scuttled by her crew.

Two German aircraft were shot down during an attempted air raid on Malta. Near Malta our fighters shot down another which tried to attack some shipping.

On the Libyan-Egyptian frontier our mechanized forces continued their active patrolling in the Sollum area. At night the R.A.F. bombed Derna aerodrome.

In Abyssinia our forces advancing from North and South upon Amba Alagi made progress. During a successful engagement in eastern Gojjam the enemy lost 280 killed and wounded. Extensive attacks were made by the South African Air Force upon the areas still in Italian occupation.

In Iraq our troops from Habbaniya maintained contact with the Iraqis who had withdrawn to Ramadi and Falluja.

The Admiralty announced that a **German armed merchant cruiser**, acting as a commerce raider, had been intercepted and **sunk in the Indian Ocean by H.M. cruiser "Cornwall."**

The main night offensive of the R.A.F. was directed upon Mannheim and Ludwigshafen where heavy destruction was wrought. Industrial objectives in Berlin were bombed and the docks at Calais and Ostend and other ports in German-occupied territory were attacked. One of our bombers destroyed an enemy fighter; two of our aircraft were lost.

Other formations of the R.A.F. attacked the docks at Boulogne and Ijmuiden, as well as the harbour of Kristiansand and enemy aerodromes in southern Norway. One of our aircraft was lost in these operations. Aircraft of the Royal Dutch Naval Air Service co-operated in the attack upon the Norwegian objectives.

Enemy air activity over Britain during the night was on a reduced scale. Three German bombers were destroyed.

10th May.—In Libya our patrols were active round Tobruk, likewise in the Sollum area. Casualties were inflicted upon the enemy and a number of prisoners taken. The R.A.F. again bombed Derna aerodrome and at Jedabaya some large German troop-carriers were bombed and damaged. An attack was also made upon enemy aircraft at Gazala aerodrome. At night our warships carried out an intense bombardment of Benghazi from point-blank range. Much damage was done to shipping and military objectives.

H.M. ships, which were attacked by dive-bombers and engaged by shore batteries, sustained no damage.

In Abyssinia Indian troops advancing from the North captured two important positions near Amba Alagi, taking 150 prisoners. Our advance from the South also made headway, inflicting considerable loss upon the enemy.

In Iraq the R.A.F. made a successful attack upon the barracks, aerodrome and transport parks at Mosul; the barracks at Amara, Diwaniya, Nasiriya and Quarachan were also bombed and damaged.

At night, under a brilliant moon, the R.A.F. attacked in strong force the shipyards and industrial quarters of Hamburg. The destruction was very great. Other formations bombed the ports of Bremen, Emden, and Rotterdam, and objectives in Berlin. In attacks upon enemy shipping a naval vessel was hit and two supply ships damaged. Enemy fighters were encountered and four at least were destroyed. We lost seven aircraft.

The R.A.F. night offensive also included a successful attack upon enemy supply ships and the docks and oil stores at La Pallice, and attacks upon shipping off the Dutch and Danish coasts.

Rudolf Hess, Deputy Führer and Leader of the German National Socialist Party, landed near Glasgow at night; he "baled out" from a Messerschmitt 110, which crashed with guns unloaded, and was taken to hospital with a broken ankle. Steps were taken to verify his identity.

A very heavy air attack was made upon London at night, the damage being great and casualties heavy. Westminster Abbey, the Houses of Parliament, Westminster Hall and the British Museum were hit. Bombs were also dropped in South-East and South-West England and in East Anglia. **Thirty-three enemy aircraft were destroyed:** 31 by our night fighters and two by fire from the ground.

British forces, thanks largely to the troop-carrier and the bombing plane, seemed well on the way to get the situation in Iraq under control before Germany was in a position to intervene. German concessions to the Vichy Government—reported as the opening of the border between occupied and unoccupied France for the passage of certain classes of goods, and the reduction of the cost of the German army of occupation from 400,000,000 to 300,000,000 francs per day—were, perhaps, primarily intended to purchase French acquiescence to the establishment of German airfields in Syria, a step which would menace Palestine as well as Iraq.

The speech with which in the House of Commons on 7th May the Premier wound up two days' debate upon the conduct of the war contained many points of interest. As regards our position in Egypt and the eastern Mediterranean which he said would be defended with all our resources, he named Crete and Tobruk as "highly offensive outposts." He displayed no facile optimism as to the position in the Atlantic: we could probably maintain our minimum essential traffic during 1941, whilst the efforts of our own shipyards combined with United States construction "should see us through the year 1942."

The first monthly publication of shipping losses since the week by week announcements had been discontinued showed that no less than 106 British, Allied and neutral ships (total tonnage 488,124) were sunk by enemy action during April. The figure was higher than in any previous month except June, 1940 (which included the losses incurred in the Dunkirk evacuation), but it included 187,054 tons lost in "intensive operations in the Mediterranean," a large proportion of which was Greek tonnage destroyed in Greek ports. Six Greek freighters, which were elsewhere, escaped destruction, but about 40 Greek merchant vessels (coasters) were lost previous to or during the British evacuation of Greece. Of the Greek naval forces, the submarines, the cruiser "Averof" and some destroyers and torpedo boats were safely withdrawn to Crete or Egypt.

The United States Cabinet and Service leaders met under President Roosevelt to discuss the acceleration of heavy bomber production in order to reinforce the R.A.F. offensive against Germany. Mr. Stimson, U.S. Secretary for War, advocated the immediate use of the American Navy to make the seas secure for the delivery of munitions; his speech met with general approval in America. It was reported that the U.S.A. had despatched war vessels to prevent the establishment of German forces in Greenland; also that the export of war materials to Russia had been stopped. The U.S. Maritime Commission announced that services would be started to the Red Sea and to China with ships of U.S. registry. The Government agreed provisionally to allow France to buy two shiploads of wheat per month "provided that the general situation did not change." This arrangement with the Vichy Government was evidently expected to weigh with the latter when more open "collaboration" with Germany was in question.

On 6th May it was announced that Stalin had superseded Molotoff as chairman of the Council of People's Commissars, thereby assuming direct control of Russian foreign policy. It remained to be seen what action might ensue: the German threat towards the Middle East was

a distinct menace to Russian interests ; there was no doubt that Germany had designs upon the Ukraine ; and the presence of German forces in Finland was persistently reported.

"Double summer time" (two hours in advance of G.M.T.) came into use on 4th May.

11th May.—In Libya our mechanized patrols operating round Tobruk surprised an enemy detachment and took 32 prisoners. During an encounter near Sollum our troops captured an enemy tank. The R.A.F. raided Benghazi, also Berka, El Gazala, Derna and Benina where four enemy aircraft (including three German troop-carriers) were set on fire. In all, nine enemy aircraft were destroyed. Mechanized units were bombed at several points between Derna and Tobruk.

In Abyssinia Indian troops advancing on Amba Alagi from the North captured Gumsa. South African forces continued to advance on the southern side. The South African Air Force, R.A.F., and the Rhodesian squadron attacked the enemy at Gimma, Sciasciamanna, Uadera and Alagi.

In Iraq our mechanized forces occupied Rutba. The R.A.F. was still engaged upon punitive operations against the insurgent Iraqis.

The Admiralty announced that a German merchant vessel, acting as a supply ship for a raider, and a Norwegian tanker, captured by the raider, had been intercepted in the Indian Ocean by H.M.A.S. "Canberra" and H.M. cruiser "Leander" of the New Zealand squadron.

The R.A.F. made a night attack upon the aerodromes of Maritza and Calato (Island of Rhodes).

At night the R.A.F. delivered heavy attacks upon the Hamburg and Bremen shipyards and industrial districts. Other targets bombed included Emden and the docks at Rotterdam. Four of our aircraft were lost in these operations. The docks at IJmuiden and a seaplane base on the island of Texel were also attacked with success.

Six enemy aircraft which attempted to attack Britain before darkness fell were shot down. During the night widespread raids took place, bombs being dropped in North-East England, on the East and South Coasts and in South Wales. Some damage was caused, notably at one or two R.A.F. aerodromes, but casualties were not heavy. Nine enemy aircraft were shot down.

12th May.—The Egyptian Government announced that enemy aircraft had dropped bombs in the Suez Canal area for the third successive night.

The Admiralty reported the loss of H.M. trawlers "Rochebonne" and "Kopanes."

In the Sollum area of the Western Desert the enemy made a reconnaissance in force carried out by five columns which withdrew when they encountered our mechanized detachments. The enemy withdrawal was harassed by the R.A.F., who also attacked enemy aircraft on Gambut landing ground. The South African Air Force were in action on this front for the first time. At night our aircraft raided Benghazi.

In Abyssinia 200 more Italians were captured North of Amba Alagi; South African troops, with Abyssinians co-operating, captured positions on the South side, with many prisoners. Our northern and southern forces were now less than twenty miles apart. Operations continued, though hampered by heavy rains. In the lakes district South of Addis Ababa 156 prisoners were captured and heavy casualties inflicted on the enemy during a successful action. The R.A.F., South African Air Force and Rhodesian and Free French squadrons attacked the enemy at various points.

Heavy bombers of the R.A.F. made a night attack upon the landing ground at Catavia (island of Rhodes).

Enemy aircraft endeavoured to attack Suda Bay (Crete) at night, but caused no damage.

Aircraft of the Fleet Air Arm made a night attack upon a southbound enemy convoy in the Mediterranean; a large merchant vessel was hit and blown up whilst a destroyer sustained serious damage.

At night the R.A.F. delivered a heavy attack upon Mannheim. Objectives at Cologne and Coblenz were also bombed. Other aircraft attacked the docks at Ostend and Dunkirk. In an attack upon the docks at St. Nazaire we lost one aircraft.

Bombs were dropped by enemy aircraft at places in South-West England and East Anglia and at other points during the night. The damage was slight and casualties few. One of the raiders was shot down.

13th May.—There was some enemy air activity over our coasts during the day but no bombs were dropped. An enemy aircraft was shot down into the sea by our fighters.

The R.A.F. made a low-level surprise attack upon Heligoland which proved a complete success and was carried out without loss. Our aircraft, also in daylight, bombed the docks at St. Nazaire, where a big supply ship was set on fire. Two of our bombers were lost in this operation. A smaller supply ship encountered off Ushant was sunk.

The Admiralty announced that in the period 6th-12th May at least nine enemy aircraft, not previously reported, had been destroyed during fleet operations in the Mediterranean.

In Libya our troops made a successful attack from Tobruk, destroying two German medium tanks and inflicting many casualties on the enemy. In the Sollum area the enemy detachments withdrew.

In Abyssinia our forces captured a position in the lakes district South of Addis Ababa; two batteries of artillery, nine light tanks and 500 prisoners were captured. Free French aircraft attacked Gondar aerodrome.

H.M.I.S. "Parvati" was reported sunk.

In Iraq bombers of the R.A.F. continued operations against rebel elements at various places.

During the night a few bombs were dropped on the coasts of England by enemy aircraft of whom one was shot down.

14th May.—In the afternoon one of our aircraft torpedoed an enemy supply vessel off the Dutch coast.

On this and the preceding day eight German aircraft were destroyed over Crete by our fighters.

In central Abyssinia our aircraft bombed Fort Mendi. The South African Air Force attacked enemy troops at Sciasciamanna and Giabbassire.

Germany broadcast a warning that the Red Sea was dangerous to shipping as activities of German forces were to be expected in those waters from now on.

"Following an urgent appeal by Rashid Ali to his Axis partners," a certain number of German aircraft had arrived in Iraq, bringing propagandists and other "specialists." So much was reported by G.H.Q., Cairo. The R.A.F., with aircraft of the Fleet Air Arm assisting, continued to attack rebel posts and military objectives in Iraq.

British military, naval and air reinforcements arrived at Singapore.

At night the R.A.F. carried out successful raids upon Benghazi and Benina (Libya).

German-occupied aerodromes in Greece were raided at night by the R.A.F.

H.M. patrol vessel "Perfective" shot down an enemy aircraft during the night.

No enemy aircraft were in action over Great Britain at night, but one was shot down off the South Coast.

15th May.—Bombs were dropped at several points in England during the day. Little damage was caused and no casualties were reported. Two enemy bombers were shot down by our fighters.

In the afternoon the R.A.F. attacked an escorted convoy off the Frisian islands; three supply ships were bombed and left burning. Soon afterwards enemy fighters attacked our bombers and one enemy fighter was shot down. We lost one aircraft.

Offensive sweeps by our fighters were carried out over the Channel and northern France.

Enemy aircraft carried out their first raid on Cyprus. The damage was slight; three persons were wounded.

In the Western Desert our forces reoccupied Halfaya Pass, Musaid and Sollum after inflicting serious casualties on the enemy. A number of Germans were captured. Our aircraft made successful attacks upon enemy mechanized units and on motor transport between Bardia and Tobruk. At night R.A.F. bombers raided Benghazi, Derna, El Gazala and Barce.

Our troops occupied Sciasciamanna (Abyssinia). Our aircraft bombed the enemy positions at Amba Alagi and the fort at Toselli. Free French aircraft attacked Gondar aerodrome.

In Iraq aircraft of the Fleet Air arm attacked the barracks at Samawa.

The R.A.F. attacked German aircraft on three Syrian aerodromes: Palmyra, Damascus and Rayak.

The French authorities in Syria reported that fifteen German aeroplanes had made forced landings on Syrian aerodromes and had been assisted to leave again, "in conformity with the armistice terms." The French High Commissioner had protested against the R.A.F. raids on Syrian aerodromes and the dropping of leaflets upon towns in Syria and Lebanon.

Marshal Pétain announced that France had been forced to consent to collaboration with Germany both in Europe and Africa.

The U.S.A. placed armed guards on ten French ships (which included the liner "Normandie") lying in U.S. harbours.

The R.A.F. night offensive against Germany had Hanover as its chief objective. Berlin, Hamburg and Cuxhaven were also bombed and other attacks included the docks at Calais, Boulogne and Dieppe. In all these operations four of our aircraft were lost.

The R.A.F. also attacked the docks and shipping at St. Nazaire, Lorient and Ijmuiden.

Enemy air activity over England during the night was on a small scale.

16th May.—In the afternoon a number of enemy aircraft crossed the South-East coast of England but were engaged by our fighters and driven back; eight enemy fighters were shot down, five by our fighters and three by fire from the ground. We lost one fighter but the pilot was saved.

The R.A.F. attacked in daylight a number of vessels off the Norwegian coast; one ship was sunk and another damaged.

During a raid upon one of our aerodromes in Crete thirteen enemy aircraft were destroyed and many others damaged.

The Admiralty announced that the areas in the Mediterranean declared dangerous to shipping were extended eastward up to the limits of Turkish territorial waters.

In the Western Desert, as the result of further pressure by our columns round Capuzzo, 500 German prisoners were collected and a number of enemy armoured fighting vehicles disabled. At Tobruk British and Australians made a successful counter-attack, inflicting heavy casualties and capturing 2 officers and 60 German and Italian rank and file. The enemy also lost one medium tank, one howitzer and three Breda guns destroyed. Patrols of the R.A.F. and South African Air Force inflicted losses on enemy troops and shot down three enemy aircraft. At night Benghazi, Derna and El Gazala were raided with good effect.

In Abyssinia our troops closed in from North and South upon Amba Alagi, where the Duke of Aosta asked for terms of surrender. In the southern areas we occupied Giabassire; captured Dalle (thirty-five miles South of Sciasciamanna) where 800 prisoners

surrendered and two guns and other war material were captured ; and reached Adola (fifty miles North of Neghelli).

Our forces occupied the port of Dante in Italian Somaliland.

In Iraq the R.A.F. machine-gunned a number of German aircraft on Mosul aerodrome. The Fleet Air Arm bombed petrol and oil tanks at Amara. The R.A.F. station at Habbaniya was raided by German bombers escorted by fighters, but the damage done was slight.

At night the R.A.F. carried out heavy attacks upon the German aerodromes in Greece, many aircraft being destroyed or seriously damaged at Argos, Menidi Hassani and Malaoi. Our bombers were followed by fighter formations which attacked at dawn on 17th May.

The night offensive of the R.A.F. against Germany was directed mainly upon Cologne and district, but attacks were also made upon the docks at Boulogne, shipping in French and Dutch harbours and enemy aerodromes in France. Two of our aircraft were lost during the day's and night's operations.

Enemy aircraft dropped bombs at places in the Midlands during the night and some damage and casualties were caused. Some R.A.F. aerodromes were visited but suffered only slight damage and few casualties. Three German bombers were destroyed.

17th May.—One enemy aircraft was shot down in encounters round our coasts during the day. We lost two fighters on patrol.

The Admiralty announced that H.M. trawler "Susarion" and H.M. drifter "Uberty" had been sunk.

In Libya Australian troops captured, with 25 German prisoners, a number of strong points held by the enemy in the outer defences of Tobruk. The enemy again suffered serious losses including two medium tanks. Two German aircraft were shot down by our fighters and an attack upon a large supply column between Tobruk and Bardia was very successful, at least twenty of the enemy's motor vehicles being destroyed. At night the R.A.F. bombed Benghazi and Derna.

In Abyssinia the Free French air squadron attacked motor transport and troops in the Gondar area.

In Iraq the R.A.F. shot down two German aircraft over Rashid and also bombed the aerodromes at Rashid and Mosul.

At night an enemy raid upon the Suez Canal zone was attempted, but two aircraft were shot down by fire from the ground and another by our fighters.

The R.A.F. made a night attack upon Calato aerodrome (island of Rhodes).

Cologne was again attacked by the R.A.F. at night; other objectives included the docks at Rotterdam and Boulogne, and various French and Dutch harbours. One of our aircraft was lost.

The week was remarkable for a slackening of the enemy's nightly air raids on Britain, which might have been due to the need for refitting and reorganization and, perhaps, for evolving a new technique to evade the increasing losses inflicted by our night fighters. On the other hand the day and night operations of the R.A.F. indicated that our strength was steadily expanding and that Germany was still regarded as the chief objective.

The arrival in Britain as a refugee of Rudolf Hess (see 10th May) was not announced by the British Government until the 12th May. The incident gave rise to much discussion and speculation. German excuses that the Deputy Führer was suffering from a disease of long standing and therefore not responsible for his action were not accepted seriously in any country in the world; but whatever dissension in the Nazi hierarchy was indicated by his flight there was no reason to suppose that the course of the war would be materially affected thereby. Some loss of German prestige was inevitable and the result of Hess's interrogation as a prisoner of war might be of value to us.

With the connivance of the Vichy Government and the assistance of the French authorities in Syria the Germans had made a powerful bid to penetrate as far as the oilfields of Iraq where we had not yet succeeded in breaking the power of the usurper. The crisis was grave, for if the enemy entered into complete possession of Syria and was not driven from Iraq the encirclement of Turkey became an accomplished fact. If, however, we could check this new German drive our friends in the Middle East would rally to us and one threat to Egypt would be removed; the time appeared to be ripe for a British occupation of Syria.

The Vichy Government had at last frankly acknowledged that they were assisting our enemies. French industrial establishments were already reported to be working on tank armour and other war material for the Germans; every facility was being offered them in French North Africa to assist the Axis invasion of Egypt from the West; African

ports, notably Dakar, might soon be used as bases for active operations against us ; and the French fleet might be used for hostile purposes.

Statistics published by the Admiralty showed that since the beginning of the war no less than 1,508 merchant ships with a total tonnage of 6,127,673 had been sunk by enemy action. Of these 923 ships (3,896,242 tons) were British. Not all of these vessels had, of course, been sunk in the course of the enemy's direct war on merchant shipping, but with due allowance made for the losses incurred whilst "combined operations" were in progress, it was clear that the ships and cargoes sunk month by month remained at a dangerous figure.

18th May.—During slight air activity round our coasts during the day one enemy aircraft was destroyed.

In raids upon Crete two enemy aircraft were shot down by anti-aircraft fire.

In the Western Desert two enemy columns crossed the frontier South of Sollum, but withdrew on being engaged by our forward mechanized forces. Over Tobruk three German aircraft were shot down by fire from the ground. A large formation of the R.A.F. and South African Air Force attacked the enemy between Capuzzo and Halfaya ; a number of his tanks were put out of action and serious damage was done to many of his transport vehicles.

In Abyssinia units of the Sudan Defence Force, assisted by Abyssinians, captured an important position in the Gondar area, inflicting serious casualties on the enemy.

The R.A.F. bombed the aerodromes at Palmyra, Damascus and Rayak in Syria, destroying or damaging a number of German aircraft. Rashid aerodrome (Iraq) was also attacked.

Night attacks were made by the R.A.F. upon German-occupied aerodromes in Greece, much destruction being caused at Hassani and Eleusis.

At night the R.A.F. bombed Kiel and Emden, and, in conjunction with the Fleet Air Arm, attacked the docks at Cherbourg.

Bombs were dropped during the night at two points in South-West England. No harm was done. Two enemy aircraft were shot down.

19th May.—Early in the morning enemy aircraft dropped bombs at two places on the South-West Coast causing some damage and

casualties. Five German fighters were destroyed by the R.A.F. over the Channel; we lost four fighters during our patrols, but three of the pilots were saved.

A German aircraft was shot down by a British merchant ship off the West Coast of England.

Throughout the day enemy aircraft made attacks upon Crete, some casualties being caused at a hospital.

In the Western Desert the R.A.F. inflicted considerable damage upon enemy motorized troops.

After the Italians had been allowed one full day in which to collect their wounded, **the surrender of Amba Alagi took place.** The number of prisoners was large, and much war material and many guns were captured.

British troops, supported by air action, occupied Falluja (Iraq) after a short engagement. A post (H2) on the pipe-line twenty-five miles North-East of Rutba was also occupied. The R.A.F. attacked German aircraft at Palmyra aerodrome (Syria).

At night an enemy aircraft was shot down off the East Coast by the joint action of H.M. trawlers "Tranio," "Caswell" and "Stella Leonis" and of H.M. mine-sweeper "Princess Elizabeth."

There was little hostile air activity over Britain at night.

20th May.—The Admiralty announced the loss of H.M. auxiliary vessel "Camito."

A German air attack opened upon Crete, air-borne troops landing from parachutes, troop-carriers and gliders. About 1,500 alighted in the Canea area but were mostly accounted for in the course of the day; later landings were in the vicinity of Suda Bay, about 3,000 men being dropped, and other lodgments were made in the Candia and Retimo areas. Heavy fighting continued.

In the Western Desert there was patrol activity round Sollum. The R.A.F. destroyed German aircraft at Mekile and motor transport in the Gazala and Tobruk areas. At night objectives near Barce were bombed from the air.

At Amba Alagi (Abyssinia) the Duke of Aosta, with five Italian generals, gave himself up. Prisoners were now estimated at nearly 19,000. South of Addis Ababa, in the region of the lakes, our troops closed in upon a considerable force of Italians.

In Iraq numbers of rebels were rounded up in the Falluja district, the R.A.F. driving off a German air raid. German aircraft were also intercepted when they attacked Habbaniya. The R.A.F. bombed the aerodrome at Rashid (near Baghdad) and made successful attacks upon German aircraft on the Syrian aerodromes at Palmyra and Damascus.

At night heavy bombers of the R.A.F. carried out intensive raids upon German-occupied aerodromes in Greece.

Enemy aircraft dropped bombs at points on the South-West Coast, in South Wales and in East Anglia during the night. The damage was small and casualties few.

21st May.—In the afternoon the R.A.F. made a successful surprise attack upon the naval base of Heligoland. We lost one bomber. Another bomber formation, escorted by fighters, raided a power station and oil refineries at Béthune (France) upon which direct hits were secured. Our fighters were heavily engaged by enemy fighters of whom five in all were shot down. We lost one bomber and six fighters.

Under cover of intensive air attacks **German air-borne troops continued to land in Crete throughout the day.** By nightfall the enemy had a foothold in Candia, where our troops still held the aerodrome, and were established at the aerodrome at Maleme (ten miles South-West of Canea) which was under our fire. Elsewhere the situation was satisfactory. At night a German sea-borne troop convoy was intercepted by our naval forces which sank two transports, a number of caiques and an escorting destroyer.

In the Western Desert the R.A.F. and the South African Air Force made successful attacks upon enemy motorized convoys and upon a camp in the Capuzzo area. At night our bombers made a heavy attack upon the harbour at Benghazi.

In Abyssinia the Sudan Defence Force, a Free French air squadron co-operating, took 300 prisoners in a successful engagement near Chelga (Gondar district). South of Addis Ababa, in the lakes district, two enemy divisions were now surrounded by our troops. West of Sciasciamanna the Italians were defeated with the loss of 600 prisoners, 10 guns and 5 tanks. Farther South successful operations brought the total captures in that area to 4,400 Italians and colonials, 32 guns and 14 tanks.

In Iraq the cantonment at Habbaniya was machine-gunned by German aircraft. Losses and damage were slight.

22nd May.—During the day enemy aircraft dropped bombs on a Sussex village and at a few other points. A little damage and a few casualties were reported. One enemy fighter was shot down; and in the afternoon an enemy bomber was destroyed near the South Coast.

The Admiralty announced that H.M. auxiliary vessel "Queen-worth" had been sunk.

It was announced that a British naval patrol had taken charge of the French tanker "Scheherezade," intercepted in the Atlantic when bound for Casablanca with oil from the U.S.A.

Bulgarian troops were announced to be in occupation of the islands of Samothraki and Thasos.

The invasion of Crete by German air-borne forces continued. The enemy gained lodgments at Candia and Retimo but these troops were eventually dealt with; our counter-attack at Maleme only partially succeeded owing to the arrival by air of German reinforcements. An enemy convoy of thirty ships was intercepted and engaged by our light naval forces. Up to date sixteen German troop-carriers had been shot down by our anti-aircraft ground defences.

Fighters of the South African Air Force destroyed two German dive-bombers which were attempting to attack shipping in the Mediterranean.

In Abyssinia our troops fought several successful actions in the Sciasciamanna area: Gelute was captured with 800 prisoners and an enemy counter-attack with tanks repulsed; Uaraga and Hula were occupied. In the North, in the Magdala area between Dessie and Gondar, 800 Italians were captured by Abyssinian forces under British officers.

The lighthouse at Cape Gardafui (Italian Somaliland) was taken over intact.

Our troops repulsed an Iraqi counter-attack upon Falluja, capturing 110 prisoners, also lorries and tanks. The R.A.F. bombed various objectives which were in rebel hands; also the aerodrome at Mosul where two German aircraft were destroyed and another damaged. A German air attack upon Habbaniya did little harm.

At night the R.A.F. carried out a heavy raid upon the harbour at Benghazi (Libya).

23rd May.—The R.A.F. bombed a large merchant vessel and set it on fire off the Dutch coast; a tanker was hit and damaged off the West coast of France.

In the early hours of the morning **King George of Greece** with members of his Government and of the British Legation **left Crete for Egypt.**

The Germans persisted in their air-borne invasion of Crete. Detachments landed at Candia and Retimo were decisively defeated; heavy fighting continued at Maleme where the enemy strove to extend his foothold. The Empire troops and the Greek forces inflicted heavy casualties and many of the German troop carriers were destroyed by our shell fire. R.A.F. bombers and long-range fighters also took their toll of German aircraft at Maleme, a night attack by our bombers proving particularly destructive.

The Admiralty reported a number of successes of our submarines operating against the enemy's sea communications with Libya; a large troopship, a tanker and a large schooner had been sunk; an Italian destroyer had been torpedoed and sunk; and a smaller schooner had been shelled and badly damaged whilst at anchor.

In Abyssinia units of the Sudan Defence Force near Chelga (Gondar area) repulsed a heavy counter-attack with great loss to the enemy. Soddu (in the lakes district) had been occupied after a sharp engagement in which West African troops took many prisoners, guns and vehicles. Farther South the West Africans took Uondo, capturing 600 Italians. All operations were hampered by the rains.

At night enemy aircraft carried out a raid upon the Suez Canal area.

In Iraq our operations in the Falluja area were held up whilst the roads, damaged by intensive bombing, were repaired. The R.A.F. attacked enemy aircraft on Mosul aerodrome.

Colonel Collet, commanding tribal levies on the Syrian frontier, had moved his troops into Trans-Jordania: he issued a manifesto urging his comrades in the Army in Syria not to permit the surrender of the territory to the enemy.

In spite of bad weather the R.A.F. carried out a vigorous night attack upon Cologne. The docks at St. Nazaire and a number of objectives in North-West France were also bombed.

24th May.—Enemy aircraft dropped bombs during the day on a South-East coast town, causing some damage and casualties.

Daylight raids on enemy shipping were carried out by the R.A.F. One vessel was set on fire and one damaged and probably sunk; others were bombed and machine-gunned. Two enemy bombers were shot down over the Channel.

Early in the morning **British naval forces intercepted** off the coast of Greenland a **German force which included the battleship "Bismarck."** The enemy was attacked, and during the action **H.M. battle-cruiser "Hood"** received a hit in a magazine and **blew up.** The "Bismarck" was damaged and the pursuit of the Germans continued, H.M. battleship "Prince of Wales" being in action for a short time. Later in the evening our naval aircraft secured at least one torpedo hit on the enemy. A flying-boat of the Coastal Command assisted in keeping contact.

German landings in Crete, on a considerably smaller scale, took place near Candia and Retimo. The enemy was at once attacked; at Maleme there was heavy hand-to-hand fighting and in this area the R.A.F. attacked transport aircraft as they were landing troops. Candia, Canea and Retimo were heavily and indiscriminately bombed for four hours by enemy aircraft.

In Abyssinia a large Italian force which had escaped from Debra Marcos surrendered to Sudanese troops and Abyssinians after three days' fighting in the mountains North of Addis Ababa. The prisoners consisted of 570 Italians, 5,000 colonial troops and 3,000 native levies; seven guns and 170 machine guns were taken. Seven hundred civilians were with this force. Aircraft of the Free French unit bombed troops and the fort at Goang (Gondar area).

In Iraq combined land, air and naval forces dispersed an enemy concentration some six miles above Basra. The R.A.F. bombed enemy positions at Quermet Ali and motor transport in the Habbaniya area. Enemy aircraft twice machine-gunned Habbaniya cantonment without much effect.

The R.A.F. bombed the aerodrome at Aleppo (Syria) destroying some German aircraft.

The eyes of all the world were on the battle for Crete which bore a significance out of all proportion to the scale of the struggle. The German air-borne invasion of the island, undertaken without command of the sea, but persisted in with the utmost fury and with all the various

kinds of material at the enemy's disposal, represented a new phase of modern warfare. The retention of Crete, an outpost which Mr. Churchill had declared would be defended to the utmost, was in every way important, not least for our prestige. After four days of desperate endeavour the German effort seemed to slacken, whilst our bombers and long-range fighters had begun to make their presence felt in spite of the fact that our air bases were so distant. Nevertheless, the enemy was still dominant in the air.

By the end of the week there were signs of the collapse of the Rashid Ali Government in Iraq. Nothing decisive had happened in Syria, and it seemed evident that the Germans had not been able to bring assistance to the Iraqi rebels in time. The French, besides allowing the enemy the use of Syrian aerodromes, had permitted the despatch of arms and munitions to Iraq, a fresh instance of the hostility of the Vichy Government. Strong British action, combined with that of the Free French, still seemed imperative in Syria, where German "penetration" continued.

The loss, with nearly all her complement, of H.M.S. "Hood" in the encounter off the Greenland coast was a grievous blow; apart from our new battleships now coming into commission she was one of our most formidable capital ships. For what purpose important German naval forces had ventured so far West into the Atlantic was not yet clear; but the action brought the war nearer to the Western Hemisphere and created considerable tension in the U.S.A.

Of noteworthy importance were speeches by Colonel Knox, U.S. Secretary for the Navy, and Mr. Stimson, U.S. Secretary for War, both of whom condemned the Neutrality Act as hampering the passage of supplies to Great Britain. More direct assistance in the protection of cargoes whilst on their way to Britain or to our bases overseas might soon be expected.

The United States also viewed with concern German penetration in the French African territories. Enemy occupation of the air and sea base at Dakar would constitute a direct menace to the Americas. The reassurances of the Vichy Government had carried no conviction in this matter.

Reports were rife of German negotiations with Russia in order to define their respective spheres of influence in the true Middle East. In the first instance the Axis policy might be so to play upon Russia's desire to avoid war as to discourage her from lending support to any Turkish opposition.

25th May.—The R.A.F. made many daylight attacks upon enemy shipping off the Dutch, German and Danish coasts. Two convoys and various other vessels were bombed. Bad weather made observation difficult, but two large vessels were probably sunk and several others damaged. We lost four aircraft.

Our fighters shot down two enemy aircraft into the sea round our coasts.

The Admiralty announced that H.M. yacht "Viva II" had been sunk.

In Crete there was no change in the situation at Candia and Retimo. German reinforcements arrived by air at Maleme where, under cover of an intense bombardment, **the enemy penetrated our position west of Canea.** New Zealand troops counter-attacked and the fighting continued. Throughout the previous night and the day R.A.F. attacks destroyed at least 24 enemy aircraft of various types and damaged many others. The aerodrome at Maleme and the adjacent fields used by the enemy as landing grounds were the principal targets.

In Abyssinia the prisoners taken at Soddu (see 23rd May) now amounted to many thousands including two generals of division; four Italian divisions had been destroyed.

In Iraq the R.A.F. made a succession of successful raids on military objectives at Ramadi. The aerodrome and German aircraft at Mosul were attacked. Enemy aircraft attacked Habbaniya aerodrome but did little harm.

In England no raids were made after darkness fell.

26th May.—Touch with the German battleship "Bismarck" (see 24th May), lost in the early hours of the previous day, was regained by a flying boat of the Coastal Command about 10.30 a.m. The enemy was then about 550 miles west of Land's End. In the early evening naval aircraft (from H.M.S. "Ark Royal") secured two torpedo hits on the enemy ship.

Enemy aircraft dropped bombs on an East Coast town, causing some damage and a number of casualties. Our fighters shot a German fighter down into the Channel.

In Crete the Germans at Maleme resumed their attacks and **compelled our troops to withdraw to fresh positions.** Enemy reinforcements continued to reach the island by air and heavy fighting continued. R.A.F. fighters caused great havoc among the German troop carriers, shooting down five which were

heavily laden and attacking about a hundred concentrated upon the ground at Maleme. By night and day our bombers carried out attacks upon German concentrations of troops and aircraft.

The R.A.F. made successful attacks upon the aerodrome in the island of Scarpanto (Dodecanese) and on enemy merchant vessels off the North African coast.

German columns again crossed the Libyan-Egyptian frontier and advanced eastward; our forward troops maintained contact with them. The R.A.F. bombed Benghazi harbour, repeating the attack at night.

In Abyssinia our operations were considerably hampered by the heavy rains.

The R.A.F. attacked the aerodrome at Mosul (Iraq) and destroyed a German bomber on the ground at Balad.

27th May.—During the day bombs were dropped by a single enemy aircraft on a town in East Scotland. Damage was slight and casualties were few.

In the afternoon the R.A.F. carried out a particularly successful raid upon the German aerodrome at Lannion (Brittany). Attacks were made on enemy shipping, one coastal vessel off the Dutch coast and another in the Bay of Biscay being hit and probably sunk.

Between 1 a.m. and 2 a.m. four British destroyers made a torpedo attack upon the German battleship "Bismarck"; hits were secured by H.M.S. "Cossack" and H.M.S. "Maori." Soon after daylight our destroyers resorted to gun-fire. H.M. cruiser "Norfolk" came into action later, and shortly before 9 a.m. H.M. battleships "King George V" and "Rodney" opened on the enemy battleship and silenced her guns. Eventually H.M. cruiser "Dorsetshire" was ordered to sink "Bismarck" with torpedoes. "Bismarck" sank at 11.01 a.m. About one hundred survivors were captured.

In Crete the Germans at Maleme, having received air-borne reinforcements, attacked under an intense air bombardment and forced our troops to withdraw farther. The R.A.F. continued their operations destroying many aircraft on the ground occupied by the enemy. North of Crete our fighters intercepted a swarm of German troop-carriers and shot down three of them. At night the R.A.F. made heavy attacks upon the beaches and upon the aerodromes at Maleme causing the enemy heavy losses

in aircraft. The aerodrome on the neighbouring island of Scarpanto (Dodecanese) was also attacked.

The Admiralty announced that during operations in the waters round Crete H.M. cruisers "Gloucester" and "Fiji" and H.M. destroyers "Juno," "Greyhound," "Kelly" and "Kashmir" had been sunk by enemy air attack. A large proportion of the crews had been saved. Two enemy motor-torpedo boats had been sunk and two others damaged and a number of enemy aircraft had been shot down by our ships. One of our submarines had sunk by gun fire two caiques laden with German troops.

R.A.F. bombers severely damaged two large merchant ships off the North African coast.

In the Western Desert a German advance in some force resulted in the withdrawal of our troops from Halfaya Pass. At night our troops at Tobruk improved their positions by a small advance, inflicting casualties without loss to themselves. The R.A.F. bombed Benghazi and Derna.

In Abyssinia the Italian garrison of Debra Tabor was surrounded by Abyssinian forces. South of Addis Ababa, in the lakes district, the commander of the Italian 26th Division surrendered and his troops began to come in. The operations of the R.A.F., South African Air Force and the Free French aircraft continued.

The R.A.F. bombed the aerodromes at Aleppo (Syria).

President Roosevelt, in a broadcast speech declared that the U.S.A. would do—and was doing—its utmost to resist the German attempt at world-domination; he declared a state of "unlimited national emergency."

At night the R.A.F. attacked industrial targets at Cologne, the docks at Boulogne, and an enemy aerodrome near Caen. In all operations carried out from our home bases by day and night we lost one bomber.

28th May.—In the afternoon a German bomber was shot down by our fighters over South-East Scotland.

In their search for enemy coastal shipping and aircraft our aircraft bombed and damaged one supply ship. One of our bombers was lost.

Enemy aircraft which attempted to attack our shipping were driven off by our escorting aircraft and one was shot down. Two of our aircraft were lost in the course of the day.

In the evening a force of our fighters carried out a daylight sweep over the French coast and the Straits of Dover. One German fighter was destroyed.

Some of our naval forces which had taken part in the sinking of the German battleship "Bismarck" were heavily and persistently attacked by German aircraft; H.M. destroyer "Mashona" was hit and subsequently sank.

The Admiralty announced that H.M. submarine "Usk" was overdue and must be considered lost.

In Crete the Germans near Maleme, who had received fresh reinforcements by air, **compelled the withdrawal of our troops to positions east of Suda Bay.** Dive-bombing was again a feature of the enemy attacks; heavy losses were suffered by both sides in hand-to-hand fighting. R.A.F. bombers made a successful night attack upon Scarpanto island (Dodecanese).

An Italian motor-vessel (4,000-5,000 tons) was attacked in Sfax harbour (Tunisia) by R.A.F. bombers and blown up.

The Admiralty announced that our submarines operating against the enemy's sea communications with Libya had torpedoed and sunk a large transport (18,000 tons), heavily escorted, and a French tanker (5,000 tons) escorted by an Italian warship; in addition a transport or supply ship (5,000 tons) and an oil tanker (4,000 tons) had been torpedoed and probably sunk.

In Iraq a British advance from Falluja on Baghdad was successfully engaged with rebel forces and took Khannuqta. Another advance was in progress up the river Euphrates from Basra and an attack upon the rebels at Ramadi was developing. All these operations were supported by our aircraft.

The R.A.F. bombed the aerodromes of Deir ez Zor and Palmyra (Syria).

At night, in spite of bad weather, a small force of R.A.F. bombers attacked objectives in North-West Germany. One of our aircraft was lost.

During the night German aircraft dropped bombs at many points, mostly near the coasts of North-West, East, and South-East England. Some damage was done and a number of casualties caused. Two of the enemy were destroyed.

29th May.—More German reinforcements reached Crete by air, and the enemy attacks, with intensive dive-bombing, made more headway against our defence.

R.A.F. long-range fighters were active between Crete and North Africa, shooting down two German aircraft and damaging many others. At night our heavy bombers attacked the aerodrome on the island of Scarpanto and that at Catavia (Rhodes). The aerodrome at Maleme and the Cretan beaches in German possession were also attacked by our aircraft.

The Admiralty reported that H.M. cruiser "**York**," already damaged by air attack and under repair in Suda Bay when the Battle for Crete began, had been repeatedly bombed since and **had become a total wreck**.

In air attacks upon Tobruk (Libya) four enemy aircraft were shot down and others damaged by our anti-aircraft fire.

Our aircraft were active in the Gondar and Gimma areas of Abyssinia. In the South the whole area between Soddu and Muggo was reported clear of the enemy.

Rashid Ali, who had seized control of the Iraqi Government and begun operations on behalf of the Axis, fled into Iran.

From Khannuqta our forces advanced upon Baghdad from the West, although impeded by flood water and broken communications. Our advance up the Euphrates from Basra reached Ur. All operations were supported by the R.A.F. who made a successful attack upon Baquba aerodrome and also bombed the aerodrome at Deir ez Zor (Syria).

Bombs dropped at a point in southern England during the night caused neither damage nor casualties. One enemy aircraft was shot down on land, another was destroyed by H.M. destroyer "**Tartar**" and a third by H.M. trawler "**Chiltern**."

30th May.—**Heavy fighting**, with intensive enemy bombing attacks, **continued in Crete**. At night, the R.A.F. bombed the German occupied aerodromes at Maleme and Candia, destroying many enemy aircraft.

R.A.F. fighters patrolling in the eastern Mediterranean drove away a large formation of enemy aircraft, two of which were shot down and many others damaged.

The R.A.F. bombed rebel positions North-West and South-West of Baghdad (Iraq), the operations covering the approach of our troops.

At night bomber aircraft of the R.A.F. attacked the harbour at Benghazi (Libya).

Enemy air activity over western England, South Wales and Merseyside during the night caused some casualties and damage. Three enemy aircraft were destroyed.

31st May.—In the early hours of the morning **German aircraft bombed Dublin** inflicting considerable damage and many casualties. Twenty-five persons were killed and 45 seriously injured.

By this day some 15,000 of our forces had been evacuated from Crete. Whilst protecting H.M. ships in the eastern Mediterranean the R.A.F. destroyed six German and three Italian aircraft, damaging many more. At night our heavy bombers attacked the German occupied aerodromes at Maleme and Candia (Crete), and at Almyro in Greece. A number of enemy aircraft were destroyed. One was shot down by anti-aircraft fire off Alexandria during the night.

The authorities in Baghdad (Iraq) asked for an armistice and agreed to the British terms.

Heavy bombers of the R.A.F. attacked the harbour of Benghazi (Tripoli) during the night.

At night enemy air activity over Great Britain was widespread, the chief casualties and damage occurring off Merseyside. Three of the raiders were destroyed.

By the end of the week twelve days of bitter fighting in Crete had resulted in favour of the Germans. The nature of the invasion must have been anticipated but not, perhaps, its well co-ordinated intensity and its ruthless persistence: at any rate the enemy's advantage in the matter of air bases and his consequent overwhelming preponderance in the air had succeeded despite a most gallant defence and the devoted work of our fleet, which was forced to operate in narrow waters without the support of the air arm.

The sequel was to be looked for in fresh German action in the eastern Mediterranean. The enemy might have counted upon a quicker victory and the Allied resistance in Crete might thus have delayed the support which the Axis forces were intended to give to the revolt in Iraq, where the subversive elements had collapsed. But we had not yet consolidated our position in Iraq, whilst German intrigue in Iran and German penetration in Syria constituted two potent dangers. Meanwhile, German possession of Crete created new difficulties for our Navy.

Despite the approach of summer the unfavourable weather had caused the air war over Britain and Germany to abate; but during May 143 German night bombers had been brought down in this country whilst 13 more had been destroyed over European territories. This showed a distinct advance over April when we accounted for 87 of the enemy during the month. In all 205 enemy aircraft were destroyed over this country in May and 31 farther afield in the West; the Navy brought down 23 more, and the grand total was 260. Over Germany and the occupied territories we lost 10 fighters and 57 bombers and reconnaissance aircraft; we also lost 18 fighters over Great Britain, but nine of the pilots were saved. Two of our aircraft were lost at sea.

The end of the German battleship "Bismarck" after a chase of 1,750 miles provided an impressive demonstration of our naval might and was as ample satisfaction as could be expected for the loss of H.M.S. "Hood" (see 24th May). The aircraft of the fleet again proved their worth. The mission, whatever it may have been, which took this enemy capital ship into the Atlantic had failed utterly.

To British minds, perhaps, President Roosevelt's speech (see 27th May) was chiefly remarkable for his disclosure, with full authority, of the fact that the present rate of sinkings of our merchant tonnage was more than twice the combined British and American output of merchant ships to-day; and for his statement that German possession of bases in Iceland or Greenland, or of Dakar and of such "island outposts of the New World" as the Azores and the Cape Verde Islands, would constitute a direct and very grave threat to the countries of the Western Hemisphere. The President had no doubt of the German lust for world-domination, and his proclamation of a state of "unlimited national emergency" furnished him with all possible powers for opposing it. He could not, of course, declare war without the approval of Congress.

As the Vichy Government, under the malevolent guidance of Admiral Darlan, was shown more and more plainly to be a willing tool of the *Reich*, a statement issued by General de Gaulle's headquarters on the 25th May was of particular interest. In repudiating the actions of Vichy the Free French assured the British Government of their support in any counter-measures which might be taken.

1st June.—An aircraft of the R.A.F. shot down into the sea an enemy fighter encountered off the West coast of France. We lost one aircraft from patrol.

The Admiralty reported that H.M. armed merchant cruiser "Salopian" had been sunk.

Large formations of the R.A.F. and South African Air Force protected the sea-transit of our troops evacuated from Crete. Enemy aircraft were repeatedly intercepted and driven off. According to German reports the fighting in Crete had entirely ceased.

In the Western Desert our troops in the Sollum and Tobruk areas were again active. A South African fighter shot down a German aircraft near Tobruk and attacked Menastir. Two German aircraft were destroyed by fire from the ground at Tobruk. At night the R.A.F. bombed the harbour at Benghazi.

In Abyssinia the South African Air Force attacked objectives in the region of Gimma; R.A.F. and Free French aircraft carried out operations in the Gondar region.

The Regent of Iraq, Emir Abdul Illah, entered Baghdad.

The R.A.F. raided the aerodrome at Aleppo (Syria) destroying one aircraft and damaging others.

The Eire Government protested strongly to Germany against the bombing of Dublin (see 31st May) and demanded full reparation.

At night enemy air activity over the North-West of England centred on Manchester, which suffered considerable damage and a number of casualties. Operations elsewhere were on a small scale. Two enemy aircraft were destroyed.

2nd June.—Two German bombers and a fighter were shot down off our coasts during the day.

Daylight operations of the R.A.F. included an attack upon shipping in the Kiel canal where one vessel received a direct hit; the bombing of objectives in Schleswig-Holstein; the sinking of a supply ship off the Norwegian coast; and a sweep of fighters over northern France and the Channel. We lost two aircraft.

The Admiralty announced that the French ship "Winnipeg," Marseilles to Martinique, had been intercepted in West Indian waters by the Royal Netherlands warship "Van Kingsbergen." The French vessel had on board 200 Germans bound for Martinique.

Extensive rioting broke out in Baghdad.

The Egyptian Ministry of Defence constituted a "Western defence zone of Cairo."

Hitler and Mussolini met for consultation at the Brenner Pass, their foreign ministers, Ribbentrop and Ciano, and their military advisers, von Keitel and Cavallero, being present.

Benghazi (Libya) was raided by the R.A.F. at night.

At night the R.A.F. attacked Düsseldorf, the inland port of Duisberg-Ruhrort, other objectives in the Ruhr, and certain objectives in Berlin. The docks at Ostend and at St. Nazaire were bombed. We lost five aircraft.

Enemy air raids during the night were on a small scale. Bombs dropped at points in North and North-East England and in the West Midlands caused some damage and casualties.

3rd June.—The R.A.F. made daylight attacks upon objectives at the port of Le Havre and on the aerodrome at Octeville near Cherbourg.

A German troop-carrier and an Italian aircraft were shot down by our fighters off Malta.

One of our aircraft destroyed an Italian seaplane off the island of Cephalonia (Greece).

Off the Tunisian coast R.A.F. bombers attacked a convoy escorted by destroyers; one merchant ship was blown up, a second almost certainly sunk, and others damaged. We lost one aircraft.

In Libya South African fighters machine-gunned enemy aircraft on the ground at Gambut, destroying three. At night the R.A.F. raided the harbour and aerodrome at Benghazi.

Debarech (North-West Abyssinia) was captured by Abyssinian forces after being twice captured from and then retaken by the Italians. South-West of Addis Ababa in the lakes district, where fighting had been particularly severe, prisoners now amounted to 5,772 Italians and 12,010 Africans. Fourteen tanks, seven armoured cars and 85 guns had been captured.

British forces—part of them air-borne—**occupied Mosul** (Iraq). Order was restored in Baghdad after martial law had been declared. A new Cabinet was formed in Iraq.

The R.A.F. bombed a petrol dump at Beirut (Syria).

A successful night attack was carried out by the R.A.F. against the aerodrome at Maritza (island of Rhodes).

During the night enemy aircraft dropped bombs at points in East, North-East and South-West England. Neither damage nor casualties were heavy. Three German bombers were destroyed.

4th June.—An enemy aircraft attacked a place on the North-East coast of Scotland by daylight; bombs and machine-gun fire caused some damage and injuries.

Day operations of the R.A.F. against the enemy-occupied coasts and enemy shipping were on an extensive scale: a supply vessel was repeatedly hit and set on fire; the harbour at Zeebrugge, and a cargo vessel alongside the mole were bombed; the docks and shipping at Boulogne were attacked. Our fighters carried out a number of patrols over the Channel. In the course of the day we lost two bombers and two fighters; five enemy aircraft were shot down.

At night a **heavy air raid was made upon Alexandria**, where over 100 persons were killed and much damage caused.

The R.A.F. made a night attack upon Derna and upon the harbour at Benghazi (Libya).

The aerodrome at Catavia (island of Rhodes) was bombed by the R.A.F. at night.

Enemy aircraft made widespread raids upon England during the night, particularly at points in the Midlands, the South-East, the North-West, East Anglia, and the London area. Some damage and casualties were caused; five German bombers were shot down.

5th June.—A Sunderland flying boat was engaged by two enemy seaplanes over the Bay of Biscay in the afternoon and shot one down into the sea.

H.M. trawler "Northern Sky" shot down an enemy bomber.

The Admiralty announced the loss of H.M. trawler "Ben Gairn" and H.M. drifter "Jewel."

In two separate actions on the Omo river (Gimma region of Abyssinia) East and West African troops captured over 2,000 prisoners, mainly Italian, many guns and much war material.

R.A.F. bombers attacked Italian aircraft on the aerodrome at Aleppo (Syria).

The R.A.F. made a night attack upon Benghazi (Libya).

6th June.—Bombs dropped by enemy aircraft at two points in North-East England during the day did little harm.

The Admiralty announced that after the sinking of the German battleship "Bismarck" our forces had encountered and sunk

three enemy supply ships and an armed trawler. "These ships were, no doubt, intended to supply the 'Bismarck' and other vessels operating against our trade."

The loss of H.M. submarine "Undaunted," overdue, was assumed by the Admiralty.

The presence of South African troops in Egypt was officially revealed.

At night the R.A.F. bombed Benghazi (Libya), also the aerodrome and landing grounds at Derna.

Enemy aircraft dropped bombs in one London district and on a town in South-East England during the night, causing some damage and casualties.

7th June.—In the early hours of the morning German aircraft made two attacks upon one of our convoys but caused no damage. Two enemy aircraft were shot down, one by H.M. destroyer "Cottesmore."

Daylight attacks were carried out by the R.A.F. on enemy shipping: two supply vessels, in convoy off the Dutch coast, were set on fire whilst other ships in the convoy were damaged; an escorted supply ship off the Norwegian coast was bombed and machine-gunned and other vessels in convoy off the Dutch coast were attacked; a salvage ship lying beside a large submerged wreck off Terschilling and surrounded by anti-aircraft ships was bombed and set on fire. Offensive fighter patrols were carried out over the Channel and occupied territory. We lost three bombers and one fighter in the course of these operations.

In Abyssinia the South African Air Force bombed and machine-gunned the retreating enemy in the Gimma area.

Heavy raids were made by the R.A.F. at night on the aerodromes at Derna, Gambut and Capuzzo (Libya) and two attacks were delivered on Benghazi harbour.

The enemy made a heavy air attack upon Alexandria at night, causing much damage and heavy casualties. One enemy aircraft was shot down.

An enemy air raid on Malta at night caused no damage or casualties; two enemy aircraft were shot down.

The R.A.F. made a night attack upon the German naval base at Brest, considerable damage being done in spite of a sea fog which made observation difficult. The docks and shipping at Bergen were also raided by our bombers.

German penetration into Syria was a growing anxiety. However much it might suit the policy of the Axis for Great Britain to become embroiled with the forces of the Vichy Government, a British occupation—or a Free French occupation supported by Britain—of Syria seemed inevitable. Possession of the Syrian ports and airfields was necessary if we were to prevent the encirclement of Turkey, check the eastward German move into the Arab territories, make the defence of Cyprus feasible, and prevent an enemy descent from the North upon Egypt and the Suez Canal zone. On 6th June the Vichy Government declared that fighting was expected to break out in Syria at any time "as it appears that the British had decided to move in."

The situation in Iraq improved steadily during the week, although a new pro-British ministry which was formed in Baghdad would undoubtedly require considerable support and assistance, and the immediate future of the country depended to a large extent upon developments in Syria.

It was revealed that since 12th March the bomber group of the R.A.F. charged with the destruction of enemy shipping had destroyed 83 vessels, severely damaged 18, and inflicted damage on a further 54. Our bombers had operated from Norwegian waters to the Mediterranean, their daylight attacks often being made in the absence of cloud cover or fighter protection.

There were many new signs of American "collaboration" in the British war effort. U.S. merchant ships were to handle British shipping services in the Pacific, thus releasing our tonnage for more immediate needs; fourteen U.S. coastal shipping lines were called upon to make available for Great Britain half their tonnage (60 or 70 vessels totalling 375,000 tons). The President was empowered to requisition all foreign shipping lying idle in U.S. ports, and the whole oil production of the U.S.A. came under Government control. Axis subversive influences could be detected in the continuance of the strikes in the American armament industry. Relations between the U.S.A. and the Vichy Government became more strained. An arrangement whereby, under special guarantees and American supervision, the islands of Martinique and Gaudeloupe could obtain foodstuffs from the U.S.A. was concluded with the High Commissioner of the French Americas without reference, it would seem, to Vichy.

8th June.—The Admiralty published details of the part played by the Polish destroyer "Piorun" in operations against the German battleship "Bismarck."

Early in the morning **Allied forces** (British, Australian, Indian and Free French troops) **crossed the frontier into Syria.** The R.A.F. gave full support to the advance but met with no opposition.

In Abyssinia East and West African troops continued their successful operations in the region of the river Omo, capturing prisoners and transport.

The R.A.F. carried out prolonged raids against Benghazi and Derna (Libya) at night. The Fleet Air Arm attacked the harbour at Tripoli.

Heavy raids were made at night by the R.A.F. upon the harbour of Rhodes, on Calato aerodrome and on Catavia aerodrome.

The R.A.F. made night attacks on targets in western Germany. Large fires were started at Essen and Dortmund.

After an enemy aircraft had bombed a Cornish coastal town late in the evening there was little hostile activity over Great Britain. One enemy aircraft was destroyed.

9th June.—Whilst protecting shipping in the Straits of Dover our fighters had many encounters with the enemy inflicting some damage; one enemy fighter, at least, was shot down into the sea. We lost one fighter.

Widespread attacks were made by the R.A.F. upon enemy shipping off the coasts of Norway, Holland, Belgium and France. Visibility was poor and results difficult to observe; intense anti-aircraft fire was encountered and several engagements were fought with enemy fighters, two of the latter being shot down. We lost four aircraft.

In the afternoon H.M.S. "Blencathra" shot down an enemy aircraft.

The Admiralty announced that two more enemy supply ships whose mission was to replenish surface raiders with fuel had been sunk. The search for other such vessels continued.

Particulars of naval losses during the withdrawal from Crete were revealed by the Admiralty: H.M. anti-aircraft cruiser "Calcutta," and H.M. destroyers "Hereward" and "Imperial."

R.A.F. fighters intercepted four Italian aircraft fifty miles west of Malta, shooting down two and severely damaging the others.

In Libya the R.A.F. carried out successful machine-gun attacks at dawn upon dispersed aircraft at Derna and Gazala, also on camps and motor transport near Martuba.

Operations against Gimma (Abyssinia) proceeded, with the support of the R.A.F. and South African Air Force. Our successes in the lakes district and on the River Omo had cleared the enemy from 45,000 square miles of territory.

The Iraq Government broke off diplomatic relations with Italy.

The Allied advance into Syria continued. By this morning Tyre had been reached and later the river Litani was crossed. Farther East our troops had advanced beyond the general line Ezr'a-Sheikh Miskine-Kuneitra. A Free French report said that German parachute troops landed in Syria had been captured.

At night hostile aircraft raided Haifa (Palestine) but did little damage. One of the enemy was shot down by anti-aircraft fire and others were damaged. Before the last raider had returned to the German occupied base at Aleppo (Syria) British aircraft were over the aerodrome, bombing aircraft on the ground and causing much damage.

The R.A.F. raided the enemy aerodromes on the island of Rhodes at night.

10th June.—In the afternoon a single enemy aircraft dropped bombs at a point in North-East England. Off the West coast our fighters shot down a German bomber.

During the day the R.A.F. continued their search for enemy shipping off the enemy-occupied coasts. A heavy bomber which was persistently attacked by two German fighters near the Dutch coast shot down one and drove off the other.

In Libya the R.A.F. delivered attacks upon Benghazi harbour, the aerodrome at Benina, and the landing grounds at Derna, Gambut and Gazala. Our fighter aircraft machine-gunned motor transport between Barce and Derna, destroying about thirty vehicles.

A German aircraft which attempted to reconnoitre Alexandria was shot down into the sea by our fighters.

The penetration of the Allied forces into Syria continued. Our fighters drove off enemy aircraft which attempted to bomb our motor transport at Sanamein (thirty miles south of Damascus). During patrols carried out from H.M. ships off the Syrian coast five enemy aircraft were shot down into the sea.

Haifa (Palestine) had two air raid alarms. One enemy aircraft was shot down.

At night the R.A.F. bombed the enemy aerodromes on the island of Rhodes.

A strong force of our bombers made a night attack upon the docks at Brest where, in addition to the battle cruisers "Scharnhorst" and "Gneisenau," a Hipper class cruiser—believed to be the "Prince Eugen"—had now taken refuge after parting company with the German battleship "Bismarck" in the Atlantic. The docks at St. Nazaire and the aerodromes at Mandal and Stavanger (Norway) were also bombed, and a torpedo-carrying aircraft secured a direct hit upon a supply ship off the Norwegian coast. One of our aircraft was lost.

Enemy activity over Great Britain during the night was on a small scale. One enemy bomber was destroyed.

11th June.—Over Malta our fighters shot down an Italian bomber into the sea and drove off its escort of German fighters.

In Libya our aircraft attacked enemy motor transport and troops inflicting considerable damage and many casualties. Benghazi harbour and the aerodrome at Gazala were attacked at night.

Indian troops, supported by the R.A.F., H.M. ships and units of the Royal Indian Navy, made a surprise landing at Assab (Eritrea) which was captured. The prisoners included two Italian generals.

Abyssinian forces occupied Lekamti (170 miles West of Addis Ababa).

The Allied forces continued to make progress in Syria. The R.A.F. bombed the aerodrome at Palmyra. Enemy aircraft raided Haifa and Telaviv (Palestine) at night.

At night the R.A.F. made heavy attacks upon the Ruhr, the principal objectives being at Duisberg and Düsseldorf. The docks at Rotterdam and Boulogne were bombed. Other targets included the seaplane base at Nordeney and the docks at IJmuiden and Dunkirk, the Fleet Air Arm assisting in the operations. We lost eight aircraft.

Enemy aircraft dropped bombs at a number of points in England, considerable damage and a large number of casualties being caused at one place.

12th June.—In an afternoon attack upon enemy shipping in the Channel the R.A.F. secured direct hits upon one vessel which was left in a sinking condition. One enemy fighter was shot down.

In the evening the guns of a convoy and its escort assisted to drive off three enemy fighters which attacked one of our aircraft. One of the enemy was destroyed.

Bomber aircraft of the R.A.F. attacked a heavily escorted enemy convoy in the Central Mediterranean and destroyed a large merchant ship.

In the course of two air combats in the vicinity of Malta ten, probably eleven, enemy aircraft were shot down into the sea. We lost three fighters, but the pilots of two were rescued.

The Admiralty reported that H.M. monitor "Terror" and H.M. gunboat "Ladybird" had been lost by enemy air-attack off the Libyan coast.

In Syria the Allied forces made further progress in all sectors. Near the coast Australian fighters attacked a formation of German bombers bearing Italian markings and shot down at least three.

In Libya, at night, our troops in Tobruk improved their positions by recapturing part of the outer defences still held by the enemy. The R.A.F. attacked Benghazi harbour and the landing grounds at Martuba and Gazala; and Tripoli was raided by the Fleet Air Arm.

Calato aerodrome (island of Rhodes) was bombed by the R.A.F. at night.

The night offensive of the R.A.F. against Germany was directed upon industrial targets in the Ruhr, being the heaviest attack yet carried out on this area. Six of our aircraft were lost. The docks at Brest, Antwerp and objectives near Rotterdam were also bombed, one of our aircraft being lost in these operations.

Air raids on Britain during the night caused damage and casualties in an East Anglian town.

13th June.—As the result of a reconnaissance carried out during the previous night a force of our aircraft was despatched in the early morning to attack a German "pocket battleship," escorted by a number of destroyers, which had been located off Egersund (Norway). The battleship was hit by a torpedo, and severely damaged. One of our aircraft was lost, but an enemy flying boat was destroyed during the operations.

The Great Western Railway cross-Channel steamer "St. Patrick," Rosslare to Fishguard, was attacked and sunk by enemy dive-bombers in the early morning. Over twenty people lost their lives.

In the afternoon two enemy fighters were shot down into the sea by our fighters off the South-East coast of England.

In Libya the R.A.F. attacked and inflicted heavy loss upon transport between Barce and El Gubba. At night Benghazi harbour and the landing grounds at Benina, Gazala and Derna were attacked by our aircraft.

The Allied advance in Syria continued. The R.A.F. raided the aerodrome at Aleppo.

The appointment was announced of Air Chief Marshal Sir Frederick Bowhill to command the organization which would take delivery from the Flight Ferry Command of the U.S. Army Air Corps and fly to the United Kingdom the American aircraft produced for the R.A.F.; also of Air Marshal Sir Philip Joubert de la Ferté to succeed Sir Frederick Bowhill as Air Officer C.-in-C. Coastal Command.

At night Calato aerodrome (island of Rhodes) was successfully bombed by the R.A.F.

The R.A.F. night offensive against the Ruhr was continued, a heavy attack being made upon the industrial district of Schwerte. Other of our formations bombed the docks at Brest and at Boulogne, and night attacks were made on enemy shipping in the Channel and on an aerodrome in Brittany. In all these operations we lost three aircraft.

Though enemy air activity was widespread over the southern half of England during the night, damage and casualties were not large. Seven German bombers were destroyed.

14th June.—Fighters of the R.A.F. in considerable strength carried out extensive sweeps over the Channel and northern France. A squadron of bombers which accompanied them attacked airfields at St. Omer; our fighters destroyed three enemy fighters in air combat. During other offensive operations an aerodrome near Cherbourg and a German patrol boat in the Channel were attacked, and an enemy fighter was shot down into the sea. One of our bombers was lost in these daylight operations.

The Admiralty announced that another German ship which had put to sea to supply the "Bismarck" and "Prince Eugen" (see 6th and 9th June) had been intercepted and sunk.

The Admiralty also revealed that the following successes had been gained by our submarines in the Mediterranean: two Italian schooners and their armed trawler escort sunk; a large tanker torpedoed "and almost certainly sunk"; a supply ship in the harbour of the Italian island of Lampedusa torpedoed and sunk; an Italian armed merchant cruiser in the harbour at Benghazi torpedoed; two schooners and a large supply ship in the harbour of the island of Mytilene sunk.

In Libya our aircraft made a successful daylight attack upon Gazala, where eleven enemy aircraft were destroyed on the ground. South African fighters shot down three German aircraft. At night successful bombing attacks were made upon Benghazi harbour and a landing ground at Derna.

The Italian General Pralormo, with 2,000 white troops, surrendered in the Soddu area of Abyssinia.

In Syria the Allied forces came into contact with Vichy troops along the whole front of advance. R.A.F. fighters drove away German bombers and their fighter escorts which approached our naval forces. Near Beirut the Fleet Air Arm torpedoed an enemy vessel.

At night the R.A.F. proceeded with their offensive against Germany, attacking industrial targets in the Cologne area.

Enemy aircraft dropped bombs at points in the West of England during the night. One German bomber was destroyed.

The advance of Allied forces into Syria was welcomed throughout the Empire, in the U.S.A., in the Arab world and in Turkey. Progress was slow, but doubtless it was hoped to avoid the heavy fighting which might have been provoked by swift and ruthless action. There was little sign of German opposition; in the words of Mr. Cordell Hull, U.S. Secretary of State, "the Germans had prevailed upon the Vichy Government to do their fighting for them."

The U.S. Government announced that the American ship "Robin Moor," reported sunk in the Atlantic on 21st May, had undoubtedly been torpedoed by a German submarine. During the week the U.S. Army was used to break a strike at the huge plant of the North American Aviation Corporation in California and President Roosevelt made his first report to Congress on the progress of the "lease and lend" supply of war materials to Great Britain, China "and other democratic nations"; over 2,000,000 gross tons of cargo ships and oil tankers were being made immediately available to Great Britain "but this is not enough." The President also signed an order "freezing" German and

Italian assets in the U.S.A. so that no further transfer of Axis funds to neutral countries could take place.

There were many rumours of new German demands upon Russia, presumably for a greater measure of economic assistance, and the prospect of war between the two Powers was freely discussed. On 13th June Russia officially denied that even so much as fresh negotiations were taking place; but large German forces were known to be concentrated along the western frontiers of the Soviet Union.

On 11th June, in the House of Commons, Mr. Churchill spoke hopefully of the progress of the "Battle of the Atlantic," stating that our loss in merchant tonnage during May, though heavy, fell far short of avowed German anticipations.

15th June.—In their operations against enemy shipping the R.A.F. hit a cargo vessel, causing the crew to abandon ship, in the Ems estuary; hit and set on fire off the Hague a vessel in convoy; and, at another point off the Dutch coast, bombed two more ships. One of our aircraft was lost.

The Admiralty announced that H.M. destroyer "Jersey" had been sunk by an enemy mine.

In the Western Desert our troops began offensive action against the enemy East and South-East of Sollum. Fighters of the R.A.F. and S.A.A.F. shot down three German and one Italian aircraft, and successful air attacks were made on enemy transport and armoured fighting vehicles near Gazala, Capuzzo and Barce. At night Benghazi harbour was bombed and the Fleet Air Arm attacked enemy transport at Bardia. Many enemy landing grounds and aerodromes were bombed.

In Abyssinia our African troops fought a successful action near Lakemti, taking 200 prisoners and four guns.

The Allied advance in Syria began to encounter stubborn opposition from the Vichy forces; but Sidon and Kiswe were captured, the latter by Indian troops. The R.A.F. and the Royal Australian Air Force were active in support of the land operations and of naval movements off the coast. Aleppo aerodrome was raided by the R.A.F.

An enemy air attack upon Cyprus at night caused a few Service casualties.

The R.A.F. night offensive again concentrated upon western Germany, extensive damage being done in the Ruhr and in the

Hamburg and Cologne areas. The docks at Dunkirk and various aerodromes in occupied France were attacked also. Three of our aircraft were lost.

Enemy aircraft dropped bombs at two points in southern England during the night. One German bomber was destroyed.

16th June.—**R.A.F. fighters in strength carried out a number of sweeps** over the Straits of Dover and the French coast, and in the late afternoon escorted bombers which attacked Boulogne. There were many air combats and eleven enemy aircraft were shot down; we lost four fighters, two pilots being saved.

In a search for enemy shipping off the coasts of Holland and Germany the R.A.F. secured direct hits on two vessels.

In Libya our forces, by a surprise advance, penetrated as far as Capuzzo and sharp fighting ensued. Two enemy aircraft were destroyed and many damaged in the course of the operations carried out by the Imperial air forces. At night our bombers attacked Benghazi, Derna, Gazala and Bardia.

In Syria at Merj Ayoum and Kuneitra, Vichy forces launched strong counter-attacks. Our bombers raided Rayak aerodrome, and in air combat off the coast one enemy aircraft was shot down and others damaged.

The Vichy Government announced that one of its destroyers had been sunk during operations off the coast of Syria.

At night the R.A.F. attacked Cologne, Düsseldorf, Duisberg and other targets in the Rhur and Rhineland, also the docks at Boulogne. The Fleet Air Arm bombed the harbour and docks at Dunkirk. In the course of the day's and night's operations we lost seven bombers.

Four German bombers were destroyed during the night when enemy aircraft inflicted some damage and casualties at two towns in South-West England.

17th June.—**The R.A.F. again carried out large-scale daylight operations** over the Channel and northern France. Shipping was attacked, and a fuel and power plant at Béthune was bombed. Our fighters shot down sixteen enemy fighters, our loss being ten.

In Libya our forces in the Capuzzo area were withdrawn successfully after being heavily engaged by enemy reinforcements. A large number of enemy tanks and guns were destroyed and several hundred Germans were captured. Combats in the air

resulted in the destruction of twenty-one enemy aircraft, mainly German, and enemy troop concentrations were bombed severely. We lost six aircraft.

In the coastal sector of Syria our patrols arrived within twenty miles of Beirut; the advance on Damascus persisted in spite of strong opposition. In the central sector, where Vichy troops had regained a footing in Merj Ayoun and Kuneitra, our forces counter-attacked. A successful engagement was fought at Jezzin, where Vichy infantry and armoured cars were captured.

The R.A.F. night operations against Germany had for their principal objectives Cologne and Düsseldorf, subsidiary attacks being made upon the docks at Rotterdam, Ostend, Boulogne and Cherbourg, and on shipping against which the Fleet Air Arm was engaged also. We lost one aircraft.

A German bomber was destroyed over England during the night. Bombs dropped near the East Coast caused some damage and casualties.

18th June.—Enemy aircraft which approached Malta were intercepted and driven off, one fighter being shot down and others badly damaged.

The Admiralty announced that our submarines operating in the Aegean had sunk an Italian tanker, three heavily laden *caiques*, and an Italian schooner. In the Central Mediterranean they had sunk two supply ships and an auxiliary sailing vessel.

In Libya our aircraft bombed the landing grounds at Derna and Gazala, and at night attacked shipping and the harbour at Benghazi.

In Syria the Allied forces made further progress in the coastal sector and also South of Damascus. Kuneitra was re-occupied and the Vichy troops in Merj Ayoun were surrounded. The R.A.F. and Royal Australian Air Force attacked shipping in the harbour at Beirut and shot down two Vichy aircraft.

A "treaty of friendship" was signed by Turkey and Germany in Ankara.

The R.A.F. made night attacks upon ports and bases in North-West Germany, Bremen being the principal objective. Brest, also, was bombed. Four of our aircraft were lost.

19th June.—During the day an enemy aircraft was shot down by our fighters off the South-East coast of England.

R.A.F. bombers, strongly escorted by fighters, **again raided northern France** during the day. The docks at Le Havre were attacked and off Brest a German supply ship was hit. Nine enemy fighters were shot down; we lost four.

Our aircraft made a number of successful attacks upon enemy motor transport in the Western Desert. At night Benghazi harbour and Misurata aerodrome were attacked.

Progress by the Allied forces in Syria was hindered by stiff resistance in the central sector and before Damascus.

At night the R.A.F. resumed their attacks upon the industrial areas of Cologne and Düsseldorf.

One enemy bomber was destroyed over England during the night.

20th June.—Two of our fighters attacked the fighter escort of an enemy bomber formation flying over the Channel and shot down two of them. One of our bombers sank an enemy patrol vessel off Den Helder.

The Admiralty announced that H.M. trawler "Capstone" had sunk a German bomber.

Abyssinian forces, led by British officers, **captured the town of Gimma**, when 8,000 of the enemy surrendered. West of Lakemti our African troops captured an enemy position, taking 160 prisoners, four guns and twenty machine-guns.

With air assistance the Allied columns in Syria made more headway. The Fleet Air Arm bombed shipping in the harbour at Beirut.

Alexandria was bombed by enemy aircraft at night, the raid, according to German report, being carried out from Crete.

At night the R.A.F. attacked the naval base at Kiel, also bombing the docks at Dunkirk and Boulogne. One of our aircraft was lost.

21st June.—In the course of daylight operations over the French coast the R.A.F. bombed an aerodrome near St. Omer and another near Boulogne. Our fighter escorts had many encounters in the air and **by the end of the day twenty-eight enemy aircraft had been destroyed**. We lost one bomber and four fighters, two of the fighter pilots being saved.

German and Italian bombers attacked Alexandria harbour but did very little damage.

Further progress was made by the Allies in Syria, **Damascus** being evacuated by the Vichy troops and **occupied by Free French forces**. Beirut harbour was bombed by the Fleet Air Arm at night.

The registration in Great Britain of the "1900 Class" was carried out, those men born between 1st January—30th July enrolling under the Registration of Employment Order and those born in the latter half of the year under the National Service Acts. Of the latter 133,975 were enrolled.

At night the R.A.F. continued their attacks upon Germany's heavy industries, bombing objectives at Cologne and Düsseldorf. The docks at Dunkirk and Boulogne were also attacked. One of our aircraft was lost. Our fighters maintained patrols over enemy aerodromes in northern France.

Enemy aircraft made a sharp attack upon a town in the South of England during the night and many bombs were dropped elsewhere. Four enemy aircraft were destroyed.

The development of our air offensive against Germany and the occupied territories from Norway to south-western France was most encouraging. Our daylight sweeps by bomber formations with fighter escorts were beginning to be important, whilst the night attacks upon the German industrial districts of the Rhineland and the Ruhr became heavier and more frequent. Both by day and night heavy damage was being inflicted upon the "invasion ports" and enemy shipping, and the whole effort could be expected to grow in scope and intensity as our air forces grew stronger.

The Vichy forces in Syria, largely composed of professional soldiers—Senegalese, colonial troops and Foreign Legion—had maintained a stubborn resistance to the Allied advance, taking full advantage of the defensive possibilities of the country. Thus our penetration was slower and more costly than could have been wished. The occupation of Damascus by Free French troops was the most important achievement of the week.

In Libya our forces, particularly in the air, held the initiative: the enemy was indeed more or less quiescent both in Africa and in Syria which gave point to the reports that the next German blow might fall on Russia. The German treaty of friendship signed with Turkey was also significant. Finland ordered general mobilization on the 20th June.

On the ground that they were engaged in activities harmful to the U.S.A. the United States Government had ordered the closing of all German and Italian consulates. In a special message to Congress

President Roosevelt described the sinking of the U.S. steamer "Robin Moor" as the "act of an international outlaw." The authorities began to take possession of Italian shipping in U.S. ports.

The number of British, Allied and neutral ships sunk by enemy action during May amounted to 98 with a total tonnage of 461,328. Although these figures included vessels lost during military operations in the eastern Mediterranean, they were below those of April (581,251 tons, revised figures) and March (505,750).

22nd June.—**R.A.F. fighters carried out extensive operations over the Channel and northern France.** Bombers which accompanied them attacked the marshalling yard at Hazebrouck. Enemy fighters were engaged and 29 of them shot down; we lost two fighters but only one pilot. In the evening enemy shipping was attacked and one vessel damaged. One of our aircraft was lost.

The Admiralty announced that H.M. drifter "M.A. West" and H.M. trawler "Sindonis" had been sunk.

At dawn the German armies attacked across the Russian frontier from the Baltic to the Black Sea. The Russian High Command reported that the enemy made progress in only one region: in the vicinity of Grodno (northern part of Russian-occupied Poland). Many Russian towns, including Kiev and Sebastopol, and aerodromes were bombed by the German air force. The Germans claimed considerable successes and a "terrific defeat" of the Russian Air Force.

Germany justified her action by accusing the Russians of having "violated their treaties and broken their agreements." Rumanian troops marched with the German. Italy announced a state of war with Russia as from 5.30 a.m. On behalf of Great Britain Mr. Churchill, in a world-wide broadcast, promised Russia all the assistance we were in a position to give.

R.A.F. bombers attacked and damaged a convoy of merchant vessels escorted by destroyers off the coast of Tripolitania.

In Syria British troops approached Palmyra, where they met with resistance. Our bombers attacked shipping in the harbour of Beirut, securing a direct hit on a destroyer.

The R.A.F. made a night attack upon the harbour of Benghazi (Libya).

At night the R.A.F. attacked Bremen; and the naval base at Wilhelmshaven, Emden, Bremerhaven and Düsseldorf were

bombed also. Three of our bombers were lost; one German fighter was shot down.

23rd June.—The R.A.F. carried out two offensive operations over northern France during the day. An industrial plant near Béthune was bombed and 20 German fighters were shot down. We lost three fighters (one pilot being saved) and two bombers.

An enemy aircraft which attacked our minesweepers was shot down by H.M. trawler "Solon." During the action H.M. trawler "Nogi" was hit by a bomb and subsequently sank.

The Admiralty announced that a German supply ship had been intercepted in the Atlantic by our patrols.

The German main thrust, according to Russian reports, was developing on the front Siauliai (Lithuania)—Bialystok—Brest Litovsk and, South of the Pripet marshes, across the river Bug East of Lublin: the enemy had made progress towards Bialystok and had captured Brest-Litovsk. The Germans claimed the capture of Grodno and the repulse of all Russian counter-attacks.

The United States formally condemned Germany's "treacherous attack on Russia." Turkey affirmed her strict neutrality and the Finnish Government, contradicting reports to the contrary, stated that Finland was not at war.

The R.A.F. made a successful attack upon enemy flying boats in Syracuse harbour.

An enemy air raid on Alexandria caused nearly 100 casualties. At night the R.A.F. bombed Benghazi harbour whilst the Fleet Air Arm attacked the railway and quay at Tripoli.

In Abyssinia our troops, acting in co-operation with Abyssinian forces, captured Agaro and Bedelle, together with 4,000 prisoners.

In Syria British troops occupied Quatana (South-West of Damascus). Fighting proceeded in the Merj Ayoum area, and Australian forces made progress along the coast. The R.A.F. and R.A.A.F. attacked the aerodromes at Baalbek, Talia, Rayak and Quseir (near Homs), destroying many Vichy machines. The fort at Suweida was bombed. Off the coast two Vichy destroyers were damaged in an engagement with our naval forces and forced to retreat.

At night the R.A.F. attacked the naval base at Kiel and the industrial districts of Cologne and Düsseldorf, also targets at Wilhelmshaven, Emden and Hanover. One of our aircraft was lost.

24th June.—In an R.A.F. sweep over northern France nine German fighters were shot down. We lost two aircraft.

German pressure in Lithuania (towards Siauliai and Kaunas), in the Grodno region, and, South of the Pripet marshes, towards Brody was maintained. The Russians reported the success of their counter-attacks, but heavy fighting continued. As a reprisal for the German air raids on Sebastopol, Russian aircraft attacked Constanza and Suluna and, in retaliation for the bombing of Kiev, Minsk, Libau and Riga, Danzig, Königsberg, Lublin and Warsaw were bombed. The Germans claimed that several Soviet divisions had been annihilated north of Kaunas; also that, South of the Pripet marshes, German forces were moving eastward through Luck and advancing on Lemberg after several successful engagements.

In Syria British troops advancing north-westward from Quatana captured tanks and armoured cars. Merj Ayoun was reoccupied by our forces. The R.A.F. and R.A.A.F. attacked the railway and aerodrome at Rayak and the fort at Suweida.

The Admiralty announced that during operations in support of the advance in Syria the Fleet Air Arm had made successful attacks upon shipping and warships in the harbours of Beirut and Tripoli.

At night the R.A.F. bombed shipping in Benghazi harbour (Libya).

The night offensive of the R.A.F. against Germany was directed upon objectives at Cologne and Düsseldorf and the naval base at Kiel. Two of our aircraft were lost.

Enemy aircraft did some damage and caused a number of casualties in a raid on Merseyside during the night. Four German bombers were destroyed.

25th June.—Daylight operations of R.A.F. bombers accompanied by fighter escorts included attacks upon the railway yards at Hazebrouck and upon a German airfield at Longuenesse near St. Omer. Thirteen enemy fighters were shot down; we lost one bomber and five fighters.

A German bomber which attacked one of our convoys was shot down by the fire of the ships before it could do any damage.

According to Russian reports fighting continued in the Vilna area where German tanks, but not the following infantry, broke through; the Germans were still endeavouring to penetrate

in the Lemberg-Brody sector ; Przemyśl was recaptured from the enemy; and South of the Carpathians all attacks were repulsed.

Widespread Russian air raids upon Finland were reported from Helsinki, and the Finnish Foreign Minister protested to the Soviet Minister against these "unprovoked attacks."

R.A.F. fighters intercepted a number of Italian aircraft over Malta, shooting down three and damaging another.

In Libya our troops holding Tobruk recovered more of the outer defences which had been captured by the enemy.

In Syria British troops made progress West of Damascus, which was bombed by enemy aircraft. Casualties in the city amounted to one hundred and considerable damage was caused.

At night the R.A.F. bombed Kiel and Bremen, whilst the Fleet Air Arm co-operated in an attack upon the docks at Boulogne. We lost one aircraft.

26th June.—During an offensive sweep over the Channel and the French coast in the morning the R.A.F. shot down nine German fighters. We lost three fighters.

The Netherlands Admiralty announced that a Dutch submarine operating with the British Navy had sunk a large tanker and another enemy ship.

The Russians were heavily engaged with large German tank formations in the Minsk sector ; in the direction of Luck (south of the Propet marshes) tank battles continued ; South of the Carpathians all German and Rumanian attacks were repulsed. The Russian air force bombed Bucharest, Ploesti, Jassy and Constanza. In the Baltic area **the Germans** reached the river Dvina and **entered Dvinsk**. At night the Russians withdrew in the Siauliai, Vilna (Lithuania) and Baranovitch sectors.

Aircraft of the R.A.F. and Fleet Air Arm attacked a convoy off the South coast of Italy, securing direct hits upon three large ships.

In Libya the R.A.F. destroyed at least twelve enemy aircraft during an attack upon the Gazala landing grounds. At night, in co-operation with the Fleet Air Arm, Tripoli and Benghazi were bombed.

The advance in Syria of British and Free French troops made progress North and North-West of Damascus. The R.A.F. attacked the aerodromes at Rayak, Deir ez Zor and Homs, also petrol dumps and rolling stock at Tel Kalakh.

The R.A.F. night offensive against Germany was continued, the docks at Kiel and the industrial districts of Cologne and Düsseldorf providing the chief objectives. One of our bombers shot down an enemy fighter. We lost two bombers.

27th June.—Two offensive sweeps were made by the R.A.F. over northern France during the day. Eight enemy aircraft were destroyed; we lost nine fighters, but one of the pilots was saved.

The Admiralty announced that H.M. sloop "Grimsby" had been sunk.

The Russians were fiercely engaged in the region of Minsk and, farther south, at Luck, heavy casualties being inflicted upon German armoured troops. Round Lemberg the enemy made little progress, and from the Carpathians to the Black Sea his attempts to cross the Russian frontier were checked. The Hungarians, however, claimed to be fighting on Russian territory, after having declared war in consequence of Soviet air attacks upon Hungarian towns.

In an encounter over Malta the R.A.F. shot down seven Italian fighters and severely damaged a bomber.

The R.A.F. made a successful attack upon the aerodrome at Tamet (Libya). Raids upon the harbours of Benghazi and Tripoli were repeated at night.

In Abyssinia our troops advancing north-westward from Gimma occupied Dembi, where 600 prisoners were taken. Ghimbi, where two Italian generals with 3,000 troops surrendered, was also captured.

In Syria the Allied troops captured Nebek on the Damascus-Homs road. The R.A.F. bombed the aerodrome at Deir ez Zor.

At night the R.A.F. made a powerful attack upon the port of Bremen, also bombing Vegesack, Emden, Wilhelmshaven, Cuxhaven, Oldenburg, Den Helder, Dunkirk and Calais. Twelve of our aircraft were lost.

Enemy air raids over Great Britain during the night were on a small scale. One German bomber was destroyed.

28th June.—R.A.F. bombers made a successful daylight attack upon the power station at Comines near Lille. Five enemy fighters were destroyed during operations over the Channel and northern France. We lost three fighters, but the pilot of one was saved; one of our bombers was lost in combat with enemy fighters off the Dutch coast.

The Admiralty announced that the German steamer "Alstertor," which was acting as supply ship and prison ship for a German raider, had been intercepted. Seventy-eight officers and men of the British Merchant Navy were rescued.

On the Baltic and Polish parts of the front the Russians were fighting stubborn rearguard actions: near Minsk German tank attacks were successfully resisted, the enemy's main forces being held in the Minsk-Baranowicze region; a large scale tank battle continued in the Luck area and there was severe fighting round Lemberg. The enemy carried out land reconnaissances along the whole extent of the Finnish-Soviet frontier.

In Syria a squadron of the Royal Australian Air Force flying American fighters shot down with no loss to themselves six Vichy Glenn Martin aircraft which were attacking our troops near Palmyra. R.A.F. bombers attacked objectives at Palmyra and Rayak.

In Libya the R.A.F. bombed the harbour at Benghazi, the port at Derna and the Gazala landing ground at night.

The R.A.F. made a night attack upon a German convoy off the island of Ameland, setting one supply ship on fire.

The German invasion of Russia came as no surprise. Politically Hitler may have hoped to obscure the issues of the war by appearing as the chief opponent of Communism; but it was obvious that Russia constituted a potential menace to the designs of the Axis, and Germany probably judged it essential to crush the Soviet armed forces before proceeding with operations in the Mediterranean and the Middle East or striking directly at Great Britain. If Germany were in urgent need of Russian wheat, oil and minerals, the best way to obtain them quickly was not by military action.

Undoubtedly the German advance aimed, in the first instance, at the envelopment and destruction of the Russian masses concentrated behind the western frontiers of the Soviet Union. By the end of the week the thrust from East Prussia into Lithuania, whence it might be extended north-eastward to threaten Leningrad or turned eastward towards Moscow, had made considerable progress; most of Russian-occupied Poland had been over-run and heavy fighting was proceeding in the region of Minsk, which lay on the direct route to Moscow, and in the area round Luck, south of the Pripet marshes, on the road to Kiev. Along the frontier from the Carpathians to the Black Sea the German and Rumanian forces appeared to have made no impression. So far the

German communiques had consisted of vague statements of successful operations, and details of the progress of the invasion were not divulged until the morning of Sunday, 29th June (q.v.).

Sweden allowed the passage of German troops from Norway to Finland, it being the enemy's intention to extend the battle front from the Baltic to the Arctic Sea. This concession drew a strong protest from the British Government. It was announced on 27th June that Sir Stafford Cripps, British Ambassador, who had returned to Moscow, had been accompanied by a military, naval and air mission headed by Lieut.-General F. N. Mason Macfarlane.

Operations in Syria appeared to be taking the form of a slow and arduous campaign. In the House of Commons on 24th June Mr. Churchill made the satisfactory statement that the High Command had been given a free hand in Syria and was "to be guided by military considerations alone."

29th June.—Finnish and German troops launched an offensive at various points along the front from the Arctic to the Gulf of Finland, but were everywhere checked. In the Dvinsk-Vilna area the Russian rearguards were still hard pressed and the battles in the Minsk and Luck regions continued. The Germans, in addition to issuing their first detailed communiqué, claimed that large Russian forces had been encircled in the region Bialystok-Minsk; also that they had captured Libau (Latvia) and Lemberg (Galicia).

A submarine of the Mediterranean Fleet sighted two Italian 8-inch gun cruisers escorted by four destroyers; one of the cruisers, thought to be the "Gorizia," was torpedoed and sunk.

Enemy aircraft raided Alexandria in the early morning.

In Syria the Allied forces completed the encirclement of Palmyra, which was raided by our aircraft. The R.A.F. also bombed the aerodromes at Aleppo, Quesir, and Deir ez Zor. At night a heavy raid was made upon the harbour at Beirut.

Changes in the British Cabinet were announced, Lord Beaverbrook becoming Minister of Supply and Sir Andrew Duncan President of the Board of Trade in succession to Mr. Oliver Lyttelton.

The night offensive of the R.A.F. against Germany had for its chief objectives Hamburg and Bremen; Bremerhaven and Emden, and the docks at Den Helder were also attacked. Eleven of our aircraft were lost.

The few bombs dropped over eastern England during the night did no harm. One German aircraft was destroyed.

30th June.—In daylight, making good use of cloud cover, the R.A.F. bombed the docks at Bremen and railway yards south of Oldenburg. The docks and wireless station on Terschilling were also attacked and near the island a patrol vessel was destroyed. Other of our aircraft attacked an escorted convoy off Nordeney, setting two of the largest vessels on fire.

In the afternoon R.A.F. bombers attacked the docks at Kiel, also the enemy base at Sylt. Enemy fighters were beaten off, but two of our aircraft were shot down by anti-aircraft fire.

R.A.F. fighters escorted a formation of bombers in a sweep over northern France during the evening, when the power-station at Pont à Vendin (near Lens) was hit and badly damaged. Our fighters destroyed six of the enemy in combat. We lost one fighter.

The Russians repulsed further attacks along the Soviet-Finnish frontier; on the Baltic front an enemy movement north-westward (towards the coast) was held. Fighting continued in the region Minsk-Baranovicze; the evacuation of Lemberg was admitted. On the Bessarabian front the enemy attacks were again checked. **The Germans** claimed to have **reached the river Dvina** on a broad front between Dvinsk and Riga (Latvia) and stated that their advance beyond Minsk had taken them to the river Beresina.

Italian aircraft approaching Malta were intercepted by our fighters, who shot down two and damaged others.

Whilst covering the movements of our ships off the coast of Cyrenaica, fighters of the R.A.F. and R.A.A.F. shot down seven enemy aircraft. The R.A.F. carried out a particularly destructive raid upon the harbour at Tripoli and an aerodrome in that area. Enemy aircraft raided Alexandria.

In Syria our aircraft raided the aerodromes at Aleppo and Baalbek, and other objectives. At night the harbour and shipping at Beirut were bombed.

At night the R.A.F. bombed Duisberg, Cologne and Düsseldorf. Four of our bombers were lost, but the crew of one was rescued; one of our bombers shot down a German fighter.

1st July.—In daylight R.A.F. bombers again attacked the railway yards South of Oldenburg; barges on a nearby canal were machine-gunned. Two of our aircraft were lost.

Bombers operating off the Frisian islands in the afternoon attacked the enemy seaplane base at Borkum; they were strongly

opposed by German fighters, one of our aircraft and three of the enemy being shot down.

Offensive patrols carried out by R.A.F. fighters over northern France in the early afternoon met with no opposition.

The Admiralty announced that H.M. patrol vessel "Pintail" had been sunk.

Fighting on the Soviet-Finnish frontier continued, being specially severe in the Murmansk sector and at Lake Ladoga; the enemy made little progress. In Latvia the Russians stoutly contested the German thrust towards the lower Dvina; here and in the region of Minsk the enemy tank formations were closely engaged by day and night. **The Germans claimed the capture of Windau and Riga** (Latvia); the destruction of Russian forces surrounded East of Bialystok with the capture of 100,000 prisoners; and a successful tank battle near Zloczow (South of the Pripet marshes). Hungarian troops were said to have crossed the Carpathians and joined in the Galician operations "according to plan."

In Syria British troops recaptured a position overlooking Palmyra which had been temporarily lost. The R.A.F. and R.A.A.F. bombed aerodromes (Aleppo, Rayak and Palmyra), enemy troops on roads, and the fort at Suweida.

The appointment was announced of General Sir Archibald Wavell to be Commander-in-Chief, India, succeeding General Sir Claude Auchinleck who relieved General Wavell as Commander-in-Chief Middle East. Mr. Oliver Lyttelton (see 29th June) was appointed a Member of the War Cabinet to represent the War Cabinet in the Middle East.

At night the R.A.F. bombed the Libyan ports of Tripoli and Benghazi.

The naval base at Brest was bombed by the R.A.F., whose night operations also included attacks upon the docks at Cherbourg and upon enemy aerodromes in France.

2nd July.—In a sweep over northern France in the afternoon our bombers attacked the aerodrome at Merville and the railway junction at Lille. Our escorting fighters were hotly engaged and shot down twenty-one of the enemy; we lost two bombers and eight fighters.

The Admiralty announced that in the course of a periodical sweep to the north of Iceland our forces intercepted and sank a German "weather-reporting" trawler.

Fighting continued on the Soviet-Finnish frontier, especially in the Murmansk, Lake Ladoga and Karelian isthmus sectors; nowhere did the enemy make much headway. In the Dvinsk (Latvia) region the Germans began a north-eastward thrust, also advancing north-eastward from Minsk. South of the Pripet marshes the enemy delivered heavy attacks and the fighting continued during the night. The Germans claimed that German and Rumanian troops had crossed the Pruth from upper Moldavia and were advancing towards the Dniester.

In Abyssinia Debra Tabor surrendered with 4,200 prisoners.

The R.A.F. and R.A.A.F. carried out many operations in Syria during the day. Flying boats in the harbour at Tripoli were attacked and at night the shipping in Beirut harbour was bombed.

The War Office announced that General Sir Robert Haining had been appointed Intendant-General in the Middle East.

The R.A.F. bombed the harbours of Tripoli and Benghazi (Libya) at night.

At night the R.A.F. again attacked Bremen, Cologne and Duisberg. Other objectives included the docks at Cherbourg and the oil storage tanks at Rotterdam, whilst an enemy supply ship in the Channel was torpedoed. An enemy fighter was shot down in flames over Holland by one of our heavy bombers. We lost four aircraft.

3rd July.—Two offensive sweeps were carried out over northern France by R.A.F. fighters during the day. Bombers which took part in the operations made successful attacks upon railway targets in the Hazebrouck—St. Omer areas. Twelve enemy fighters were shot down; our loss was six.

Violent fighting occurred in Latvia about Dvinsk and on the lower Dvina. Heavy losses were inflicted on the Germans who had penetrated beyond Minsk, the Russians maintaining a stubborn defence along the Beresina river. During the night new German thrusts developed south of the Pripet marshes into the Ukraine, eastward from Rovno and south-eastward in the direction of Tarnopol. Germany claimed that the pursuit of the Russians was being pressed along the whole front "in spite of the bad condition of the roads"; also that the Latvian-Russian frontier had been reached and the river Beresina crossed "at various points."

A Finnish communique stated that German and Finnish troops had crossed the frontier in North Finland; the Aaland islands were being put into a state of defence.

In a broadcast **Stalin admitted German penetration** into the whole of Lithuania, the greater part of Latvia, the western part of White Russia and part of the western Ukraine, **but said that the main Russian forces were only now going into action.**

General Gazzera, commanding the remaining Italian forces in Abyssinia, surrendered with all troops still operating in the province of Galla-Sidamo (South of Addis Ababa).

In Syria, Palmyra surrendered to the Allied forces and Indian troops occupied Deir ez Zor, where the two bridges over the Euphrates were found to be intact. Our aircraft bombed Beirut harbour (by day and night) and attacked the aerodrome at Hama.

The harbours of Tripoli and Benghazi (Libya) were bombed at night by the R.A.F.

At night the R.A.F. bombed the Krupp works at Essen. The port of Bremen and the industrial quarters of Bremerhaven were also attacked. Seven of our aircraft were lost.

4th July.—The R.A.F. bombed Bremen by daylight, much destruction being caused by low level attacks. Other targets included a railway yard and junction North-West of Bremen and barracks and gun positions on the island of Nordeney. Five of our aircraft were lost.

In the afternoon the R.A.F. carried out a sweep over northern France, attacking a power station and a chemical works near Béthune. Sixteen German fighters were shot down; we lost three fighters and one bomber.

On the Russian side of the Finnish frontier heavy fighting took place in the regions of Murmansk and Kandalaksha and on the Karelian isthmus. On the Baltic front, in the Dvinsk area the Russians withdrew after withstanding a heavy German onslaught. North-East of Minsk another withdrawal was carried out; fierce fighting continued throughout the day and night on the rivers Beresina and Drut. South of the Pripet marshes the German thrust towards Tarnapol was checked, but another developed farther north against Novgorod-Volynsk. Germans and Rumanians forced the river Pruth at several points and entered Bessarabia.

The Germans claimed to have reached the river Dnieper, East of Minsk. In southern Poland Hungarian troops were said to have captured Kolomea and Stanislaw.

In Libya the R.A.F. carried out many destructive attacks upon enemy troops, transport and landing grounds. At night Benghazi harbour, Derna and Mekile were bombed.

In Syria British units advancing westward from Palmyra made good progress towards Homs. The Imperial air forces bombed ships in the harbour at Tripoli and hostile aircraft at Baalbek and Hama. At night a heavy air raid was made upon Beirut.

The R.A.F. carried out an intensive night attack upon the enemy Atlantic bases at Brest and Lorient. Cherbourg docks, industrial targets in the Rhineland and the railway yards at Abbeville were bombed also. Four of our bombers were lost; two enemy fighters were shot down.

Enemy shipping and the harbours of Kristiansand and Hauge-sund (South-West Norway) were attacked by the R.A.F. in another night operation. One of our aircraft was lost.

Three German aircraft were destroyed over England during the night when bombs were dropped at many points in the Midlands, in southern and eastern England and in South Wales. Some damage and casualties were caused.

5th July.—During daylight sweeps across the Channel and northern France the R.A.F. bombed an armament works at Lille and a railway yard at Abbeville, also carrying out a low-level attack upon a convoy off the Belgian coast, two large ships receiving direct hits. Two enemy fighters were shot down.

In other attacks on shipping made by the R.A.F. during the day, off the Dutch coast a tug and a barge were hit, and two vessels were bombed off the West coast of Norway.

A German aircraft which attempted to attack a convoy was shot down by fire from the ships.

Throughout the day and night the Russians were heavily engaged with large enemy mechanized forces about Ostrov (Russian side of the Latvian border) where a successful counter-attack was made; at Polotzk on the Dvina; on the Beresina; and South of the Pripet marshes near Novgorod-Volynsk and Tarnopol. In general the German attacks were held. German and Rumanian forces made some progress in Bessarabia.

Hungarian forces operating in south-eastern Poland were said to have reached the river Dniester.

Our aircraft carried out heavy night attacks upon the harbour and shipping at Benghazi (Libya).

At night the R.A.F. attacked a number of towns in western Germany: Munster, Osnabrück, Bielefeld, Magdeburg, and Rheine. The docks at Rotterdam and Den Helder and an aerodrome near Caen were bombed also. Three of our aircraft were lost.

There was little enemy air activity over England during the night; one enemy aircraft was shot down.

At the end of two weeks' heavy fighting the Germans had made considerable progress and claimed to have inflicted tremendous losses upon the Russians, everything having proceeded "according to plan." Actually the situation seemed much more hopeful than that. The advance over the Finnish frontier had as yet brought no decisive results. Lithuania had been over-run and the enemy had crossed Latvia into Soviet Russia proper, but he had been held at Ostrov and counter-attacked. Also, North and East of Minsk in White Russia, Soviet troops had passed to the counter-attack and the crossings of the Beresina were still defended. South of the Pripet marshes the German thrust into the Ukraine was being steadily opposed, likewise the penetration of Bessarabia. If, as now seemed probable, the best trained and equipped of the Soviet formations had not been concentrated too far forward, the German attempt to destroy Russia's military power must have met with comparatively little success so far. For his ultimate success the enemy depended upon his ability to supply, reinforce and relieve the elements forming the spearheads of his attacks. Critical days—perhaps weeks—lay ahead, for on the ground and in the air Germany had concentrated her strongest possible forces for the Russian campaign. Italy was reported to be providing two divisions and the Hungarian and Rumanian vassals of the Axis were playing their part. Spain proclaimed herself a "moral belligerent" so far as the war on Russia was concerned.

The withdrawal of part of the German air force normally located within operational distance of Great Britain coincided with the expansion and intensification of the R.A.F. offensive against Germany by day and night. Whilst the Russian resistance was giving us valuable time, the development of our air offensive was still governed by the rate at which our strength was being built up, and by the responsibilities of the R.A.F. in the "Battle of the Atlantic."

The obstinate resistance of the Vichy forces in Syria continued, efforts being made to bring in reinforcements by sea; but the occupation

by our forces of Palmyra—on the pipe line—and the advance westward towards Homs was very gratifying news. The situation of General Dentz, controlling the Vichy regime, might be expected to become more and more difficult as our operations proceeded.

The change in the Middle East command meant that General Wavell relinquished a particularly onerous post for one hardly less important. It was to be anticipated that his successor, General Auchinleck, would find his task considerably simplified by the appointment of a Minister of State (Mr. Oliver Lyttelton) resident in the Middle East and of General Haining (see 2nd July) who, as Intendant-General, became directly responsible for the many and diverse problems of administration and supply.

6th July.—Soon after daybreak R.A.F. bombers carried out a successful low-level attack on a number of enemy patrol vessels in the North Sea, sinking four and damaging two others. Later in the morning enemy patrol vessels off the Hook of Holland were bombed; two were hit.

In daylight operations carried out by our bombers with fighter escorts over Northern France a steel and engineering works at Lille was badly damaged. Hits were also secured on the railway yards nearby. Our fighters destroyed eleven enemy fighters. During the day we lost two bombers and seven fighters, the pilot of one being saved.

The Admiralty announced that H.M. trawlers "Tranic" and "Resmilo" had been sunk.

The German advance from Latvia was still held in the region of Ostrov, the battle continuing into the night; East of Dvinsk, where the enemy was endeavouring to cross the upper Dvina near Polotzk, and round Lepel, bitter fighting was in progress; in the Borisov sector (river Beresina) the Russians passed to the offensive; near Bobruisk, German attempts to cross the river Dnieper were defeated; round Novgorod-Volynsk (South of the Pripet marshes) the Russians held their own; in Bessarabia enemy attacks towards Byeltsi (between the rivers Pruth and Dniester) were finally thrown back at night. Guerrilla warfare along the German communications had assumed considerable proportions.

The Germans claimed continued progress in Bessarabia, the arrival of German, Rumanian and Hungarian troops upon the upper Dniester, and the capture of Cernauti. In Galicia German troops were said to be pursuing the Russians beyond the river Sereth.

The Russians reported the sinking of two German destroyers which endeavoured to enter the Gulf of Riga and the destruction of a German submarine in a minefield at the mouth of the Gulf of Finland.

In a successful raid upon the harbour of Palermo (Sicily) R.A.F. bombers secured direct hits upon five ships and heavily machine-gunned enemy cruisers.

Indian troops made further progress in north-eastern Syria. On the coast Australian troops crossed the river and gained contact with the enemy positions about Damur beyond. Our bombers attacked Vichy shipping in the harbour at Ruad and at night carried out a heavy raid upon the aerodrome at Aleppo.

At night the R.A.F. bombed the docks and shipping at Benghazi and Tripoli, enemy aerodromes, and other objectives in Libya.

The night offensive of the R.A.F. against Germany included fresh attacks upon Munster and the bombing of the industrial districts of the Ruhr and the Rhineland. The port of Emden and the docks at Rotterdam were also attacked and a German bomber was shot down over the Zuyder Zee. Another target was the naval base at Brest, where much damage was done. Six of our aircraft were lost in all these operations.

Enemy aircraft dropped bombs in East Anglia and at points in North and South-East England during the night. Three of the raiders were destroyed.

7th July.—The R.A.F. continued their offensive in daylight against the enemy's western front. In France an aircraft works at Méaulte and a chemical factory near Béthune were bombed. Seven German fighters were shot down; we lost three, but two of the pilots were rescued.

Another of our bomber formations attacked a strongly escorted convoy off the Dutch coast and secured hits upon six of the vessels. In an attack upon a convoy off Calais one ship and an escorting 'E'-boat were sunk. Four of our aircraft were lost.

Fighting continued in the Finnish theatre of operations in the regions of Kandalaksha and Lake Ladoga. At Ostrov the German advance from Latvia was still held; round Polotzk the enemy's attempts to cross to the northern bank of the river Dvina failed; farther South enemy attempts to force the river Dnieper

(Bobruisk area) were frustrated. South of the Pripet marshes the struggle round Novgorod-Volynsk continued and the Russians still held the line of the river Dniester. In Bessarabia the Germans and Rumanians were thrust back.

The Germans claimed that operations on the Eastern Front were proceeding "according to plan."

Hungarian troops were said to have progressed East of Tarnopol.

Finland reported progress of the advance at several points beyond the Russian frontier and fighting at Hanko.

In Libya the R.A.F. and S.A.A.F. inflicted considerable damage in a series of operations against enemy camps and aerodromes. Benghazi was bombed at night.

In Syria Indian troops from Deir ez Zor made progress towards Homs, and the Australian forces on the coast occupied all objectives south of Damur. Our aircraft attacked Vichy flying boats off the coast and the aerodromes at Baalbek and Talia; at night Aleppo railway station and aerodromes and Beirut were bombed.

German bombers raided Nicosia (Cyprus) but did little damage.

President Roosevelt informed Congress that **U.S. naval forces had arrived in Iceland** to supplement and eventually to replace the British force stationed there.

At night the R.A.F. invaded western Germany with powerful forces. Cologne, Osnabrück, Munster, Munster-Gladbach and Frankfurt were bombed, also Düsseldorf, Duisburg and Crefeld. Lighter attacks were made on the docks at Ostend, Dunkirk, Boulogne and Den Helder and on the oil stores at Amsterdam.

Enemy aircraft raided Southampton during the night, causing substantial damage; casualties were not heavy. Bombs were dropped at other points in southern England. Five of the enemy were destroyed.

8th July.—During the morning the R.A.F. made a successful bombing attack upon a synthetic oil plant between Lens and Béthune. In the afternoon a power station and chemical works at Lille were attacked. Much opposition was encountered from ground defences and from enemy aircraft. In the course of the day's operations twenty German fighters were destroyed; we lost one bomber and twelve fighters, but two pilots were saved.

The Russians were heavily engaged in the Ostrov zone; between Polotzk and Lepel where the enemy endeavoured to establish himself upon the northern bank of the river Dvina; and

around Novgorod-Volynsk. In all these regions the Germans made little or no progress. South of Byeltsi Russian counter-attacks threw the Germans and Rumanians back over the river Pruth.

The Germans reported successful progress "on the entire Eastern Front."

On the Finnish front the Finns claimed to have made headway at various points in Russian territory South-West and South of the White Sea. The Germans reported the capture of Salla in the Finnish "waist-line."

In Syria the Allied forces in the North continued their advances upon Aleppo and Homs, and the Australians in the coastal sector captured Damur. The R.A.F. bombed Tripoli.

The Vichy Government, through the U.S. Consul-General at Beirut, applied for armistice terms.

The R.A.F. bombed objectives at Eleusis (Greece) and on the island of Crete.

R.A.F. bombers attacked Benghazi harbour (Libya) at night.

Another extensive night attack on Germany was carried out by the R.A.F., who bombed the town and railway yards at Hamm; Munster and Bielefeld; and the synthetic oil plants at Leuna, West of Leipzig. Attacks were also made upon the harbour of Haugesund, shipping off the North and West coasts of France, and an aerodrome in northern France. Seven aircraft were lost in these night operations.

Enemy aircraft attacked the Midlands during the night, and bombs also fell in southern England and at once place in Scotland. Damage and casualties were not heavy. Five German bombers were destroyed.

9th July.—In the afternoon heavy bombers of the R.A.F. made a successful attack upon a power station near Béthune. Twelve enemy fighters were shot down by the escort and one by a bomber; we lost eight fighters but one pilot was saved.

In heavy fighting which continued all day round Ostrov, Polotzk and Lepel, and in the region of Novgorod-Volynsk the Russians held their own. Russian aircraft bombed the ports of Constanza, Tulcea and Sulina and the oilfields at Ploësti.

The Hungarians admitted that the battle for the crossings of the Pruth was still in progress.

The R.A.F. attacked Italian floatplanes on the water at Syracuse, destroying three and damaging several others. At night a successful attack was made on the railway station at Naples. Our aircraft destroyed two enemy seaplanes off Tripoli (Libya).

R.A.F. bombers were active in Libya by day and by night when Benghazi harbour and several landing grounds were bombed. A very heavy night attack was also carried out upon the harbour at Tripoli where extensive damage was done to shipping ; during this operation one of our aircraft was shot down by enemy fighters.

In Syria Vichy troops holding outlying positions covering Homs and Aleppo began to withdraw in the face of the Allied advances. Australian troops were approaching Beirut. Our air forces attacked Aleppo, Beirut and Rayak.

At night the R.A.F. delivered a heavy bombing attack upon Aachen, another large formation bombed the Osnabrück area, and lighter forces attacked objectives at Bielefeld and Munster and the docks at Ostend. Four of our aircraft were lost.

Enemy aircraft dropped bombs at points on the coast of South-East Scotland, in the North of England and in East Anglia during the night. Four German bombers were destroyed.

10th July.—In the afternoon the R.A.F. attacked enemy shipping in the ports of Cherbourg and Le Havre, six vessels being badly damaged if not sunk and much damage done to the harbour installations. Chemical works and railway sidings at Chocques (near Béthune) were heavily bombed by another of our formations. In all these operations we lost two bombers and nine fighters, two pilots being saved ; sixteen enemy fighters were destroyed.

The Admiralty announced the loss of H.M. trawlers "Ash" and "Akranes."

The fighting died down all along the Russian front, although the opposing air forces continued to be active. A belated Finnish communique claimed successful advances in the Ladoga and Karelia zones.

In Syria, although General Dentz, Vichy High Commissioner and Commander-in-Chief, had made an approach for a suspension of hostilities, the Allied advances on Aleppo and Homs from the East and North-East continued. Australian forces closed in on Beirut. Our aircraft made extensive attacks upon Vichy aerodromes, dumps and transport.

Our heavy bombers made a night attack upon the harbour at Benghazi (Libya).

An enemy air raid at night upon Nicosia (Cyprus) did little harm.

Naples was raided by the R.A.F. at night, much damage being done to railway stations, warehouses, fuel tanks and shipping.

The R.A.F. night offensive against Germany was directed upon Cologne and other districts in the Rhineland; in addition the docks at Ostend, Calais and Boulogne were bombed. Two of our aircraft were lost.

Enemy aircraft bombed points in East and North-East England during the night. Two German bombers were destroyed.

11th July.—Offensive operations over northern France were carried out during the day by R.A.F. bomber formations with fighter escorts. A shipyard at Le Trait on the river Seine and the railway yards at Hazebrouck were attacked. Our fighters destroyed nine enemy fighters for the loss of four; several German dive-bombers were destroyed on the ground. None of our bombers was lost.

Off the North-West coast of France an enemy mine-sweeper was bombed and set on fire.

On the Russian front there was little change in the situation, although the opposing air forces were active. Russian aircraft bombed Ploësti, the Rumanian oil region.

A strong formation of Italian aircraft attempted a raid on Malta; our fighters, without loss to themselves, shot down three and damaged others. In addition four of the enemy were hit by anti-aircraft fire.

In Syria our aircraft attacked Baalbek, Aleppo, Hama and Suweida. After **General Dentz had agreed to our terms for a suspension of hostilities**, the Allied forces were ordered to cease fire at midnight (11/12th July).

At night the R.A.F. attacked the harbour of Benghazi (Libya).

In spite of heavy thunderstorms the R.A.F. made a night attack upon the naval base of Wilhelmshaven. We lost no aircraft.

12th July.—In the morning railway and canal communications in northern France were attacked by our heavy bombers. In the afternoon R.A.F. fighters made offensive sweeps over the same territory. Six German fighters were shot down for the loss of two.

In a search for enemy shipping off the Dutch coast other of our aircraft attacked enemy patrol vessels and bombed gun emplacements upon the island of Walcheren.

The Netherlands Admiralty announced that a Dutch submarine had sunk a large enemy tanker in the Mediterranean.

Heavy fighting occurred as the Germans strove to advance in the direction of Pskov (East of the Estonian frontier); near Vitebsk (on the Dvina, South-East of Polotzk); and round Novgorod-Volynsk. Russian aircraft bombed Constanza and Sulina and the oil region of Ploësti; and, at night, Ploësti and Jassy.

The Germans claimed to have achieved great success on this day; an advance on Leningrad from Lake Peipsi (forming the Estonian frontier) was said to have begun; the "Stalin Line" to be "pierced at all decisive points"; Vitebsk to be captured; German troops to be beyond the river Dnieper, 125 miles East of Minsk, and also "immediately before Kiev"; whilst the German-Rumanian advance from Moldavia was stated to have crossed the river Dniester on a wide front.

In the evening the Russian Baltic fleet attacked a German convoy which was heavily escorted; the sinking of 14 enemy transports and two destroyers was reported.

Our troops in Tobruk (Libya) carried out a successful raid.

Italian aircraft raided the Suez Canal zone, but the damage done was comparatively small.

After conversations at Acre **the Vichy representatives accepted the Allied conditions for an armistice in Syria.**

The 1922 Class in England and Wales registered for service under the National Service Acts.

The R.A.F. attacked at night Calato, Maritza and Catavia aerodromes on the island of Rhodes.

Flying through thunderstorms the R.A.F. made a night attack upon Bremen and other objectives in North-West Germany. Two of our aircraft were lost.

At the beginning of the week the Germans claimed to be launching their attacks upon considerable portions of the so-called "Stalin Line," the deep defensive zone within Russia proper. The chief thrusts were from the Estonian and Latvian frontiers towards Leningrad; North-East and East of Minsk in the direction of Smolensk and Moscow; and South of the Pripet marshes, threatening Kiev. Large forces were engaged by

both sides and there seemed to be little change in the situation at the end of four days' fighting ; then, after a lull of two days, the Germans renewed the struggle with fresh intensity, with what result was not yet apparent. It seemed, however, that the Russian armies were still in being, capable of counter-attack and of inflicting heavy losses. On the Finnish frontier and in the whole region from Galicia to the Black Sea the situation remained obscure.

The names of the principal Russian commanders were revealed as Marshal Voroshilov in the North-West (Baltic and Leningrad zone), Marshal Timoshenko in the West (White Russia), and Marshal Budyonny in the South-West (Ukraine and Bessarabia). A Russian mission, representing all three services and headed by Lieutenant-General Golikov, arrived in London on 8th July.

Our still extending air-offensive against the occupied countries of North-West Europe and Germany herself appeared to have diverted some of the enemy's air strength from his Eastern Front. The full effect of the emergence of Soviet Russia as an ally—her propaganda in itself constituted a powerful and potent weapon—was not yet apparent, but the Axis powers were already reduced to comparative inertia in the Middle East. The campaign in Syria, where the Vichy forces probably suffered from a shortage of supplies, had been successfully concluded without German or Italian interference ; the Army of the Nile had gained an extension of time for rest, reorganization and reinforcement ; and our air predominance in the eastern Mediterranean was becoming more than an embarrassment to the enemy forces in North Africa. Finally the respite from heavy enemy air raids enjoyed by us at home was of immense benefit to all branches of our war effort.

The despatch of United States naval forces to supplement and eventually to take over our occupation of Iceland might be viewed primarily as a defensive measure, but was of great assistance to us. Iceland was a base for counter-measures against the German attacks upon Atlantic shipping and would be used as such whether in British or American hands.

13th July.—The fighting along the Russian front died down during the day and no important change took place in the situation. At night Russian aircraft bombed Jassy, Roman and Ploësti. "Break-through operations are making progress according to plan" was the German report, which added that the Finnish Army was ready to attack North and South of Lake Ladoga.

Great Britain and Russia signed an agreement of mutual assistance, both undertaking not to conclude peace with Germany except by mutual consent.

Off Tripoli (Libya) R.A.F. bombers attacked an enemy convoy destroying one large vessel and a schooner and setting another on fire. Shipping in the harbour was also hit. Successful night attacks were made by our aircraft on Bardia and Benghazi.

Enemy aircraft raided the Suez Canal zone.

In unfavourable weather the R.A.F. made a night attack upon industrial targets in North-West Germany, particularly at Bremen and Vegesack. The docks at Amsterdam and Ostend and the oil-storage tanks at Rotterdam were also bombed. Fighter patrols attacked aerodromes in northern France. One of our bombers was lost, but an enemy fighter was shot down by a British bomber.

Enemy air raids on Britain during the night were on a small scale. Two German bombers were shot down.

14th July.—Two German bombers were destroyed round our coasts during the day, one by our fighters and one by fire from the ground.

Daylight operations by the R.A.F. included a bombing raid on the docks at Cherbourg and Le Havre where damage to shipping was caused; an attack upon the railway yards at Hazebrouck; and an attack upon a convoy off the Dutch Frisian islands; three vessels being hit. We lost two bombers and four fighters in the operations over northern France, but destroyed seven German fighters; another enemy fighter was shot down during the attack upon the convoy.

The Admiralty announced that H.M. sloop "Auckland" had been sunk.

German attacks in the north-western (Baltic-Leningrad), western (White Russia) and south-western (Ukraine) sectors were held by the Russians, who inflicted losses by counter-attack. Fighting in the North-West and the West continued during the night, when Russian aircraft again attacked the Ploësti oilfields.

The Germans claimed continuous progress.

The following submarine successes in the Mediterranean and Aegean were reported by the Admiralty: the Italian tanker "Strombo" sunk whilst on passage from Istanbul to Italy; a supply ship sunk whilst in convoy; a large sailing vessel laden

with troops and stores sunk ; two ships badly damaged by gun fire in an attack upon the anchorage at Ras Rayones, near Benghazi.

R.A.F. bombers made a successful attack upon the aeródrome at Zuara (Tripolitania).

The convention under which hostilities were to cease in Syria was signed at Acre, the chief signatories being General Sir Henry Maitland Wilson and General de Verdillac representing General Dentz.

The R.A.F. made successful night attacks upon aerodromes at Candia (Crete) and Eleusis and Haisani (Greece) ; also upon the docks and other military objectives at Messina (Italy).

The night offensive of the R.A.F. was directed upon Bremen and Hamburg, both being heavily bombed, and other targets in North-West Germany. The docks at Rotterdam were also attacked.

In enemy night raids on England damage and casualties were suffered by an East Coast town.

15th July.—During the day and night bitter fighting continued in the Pskov-Porkhov area (Baltic-Leningrad sector), round Vitebsk (White Russia) and Novgorod-Volynsk (Ukraine) with heavy losses on both sides. Russian aircraft bombed Ploësti, (raided again at night), Sulina and Tulcea.

The Germans reported favourable progress and the repulse of Russian counter-attacks.

Enemy aircraft which attempted to attack British merchant shipping off the Libyan coast were engaged by R.A.F. fighters, who shot down seven.

In Abyssinia a successful action was fought to the North of Gondar.

General Dentz left Syria by the port of Tripoli. The occupation of the country by Allied forces proceeded under the terms of the convention.

At night enemy aircraft flew over the Suez Canal zone ; one came down in the Great Bitter Lake and another crashed South of Port Said.

At Tobruk (Libya) Australian troops carried out a successful night raid. Our aircraft bombed the harbours of Benghazi and Tripoli at night.

The R.A.F. in unfavourable weather made a night attack upon Duisberg and other objectives in the Ruhr. Our fighters attacked an aerodrome in northern France. Three of our aircraft were lost; one bomber destroyed an enemy fighter over Germany.

16th July.—A German bomber was shot down by our fighters off the South coast of England.

A highly **successful daylight raid** was made **by the R.A.F.** upon enemy shipping in the docks at **Rotterdam**: seventeen ships of a total tonnage estimated at 90,000–100,000 were put out of action either permanently or for a long time and five more vessels totalling 40,000–50,000 tons were severely damaged. Four of our aircraft were lost.

An enemy supply ship off the North-West coast of France was attacked and hit by another of our aircraft, and in the evening further attacks upon enemy shipping in the Channel, off the coast of Norway and off the West coast of France resulted in the destruction of a tanker and another vessel.

On the Russian front heavy battles continued in the Pskov, Smolensk, Bobruisk, and Novgorod-Volynsk regions, the fighting around Pskov-Porkhov being still in progress at night. Russian aircraft bombed Ploësti and the Rumanian towns of Sulina, Tulcea, and Saccea.

Germany, who claimed that Smolensk was entered by her troops on this day, stated that a vast decisive battle involving 9,000,000 men was in progress; the Russians were "throwing in their last reserves." The capture of Kishinev, capital of Bessarabia, was announced.

The R.A.F. attacked a convoy off the coast of Tripolitania, sinking one large vessel and damaging another.

In the Western Desert our patrols on the Egyptian frontier conducted successful operations.

In Syria General Maitland Wilson and General Catroux (Free French Forces) made their formal entry into Beirut.

The Japanese Cabinet resigned.

In Libya our aircraft made night attacks upon the harbours of Benghazi and Tripoli. Our troops in Tobruk carried out a successful raid at night.

At night the R.A.F. attacked Hamburg and other objectives in North-West Germany, also docks and warehouses at Boulogne. Three of our aircraft were lost.

17th July.—During encounters over the Channel and northern France the R.A.F. destroyed nine enemy aircraft; we lost six fighters, but the pilot of one was saved.

The Admiralty announced the loss of H.M. auxiliary vessel "Lady Somers." Of the total complement of 175 officers and men 138 had been picked up by Spanish vessels, and all the ship's company was saved.

On the Russian front the battles in the regions Pskov-Porkhov, Polotzk-Smolensk, and Novgorod-Volynsk and in Bessarabia continued. During the night there was heavy fighting also in the Bobruisk area (South-East of Minsk).

Germany claimed favourable results "in all sectors," and the occupation of the "strategic key positions" in Bessarabia.

Finland announced that "decisive results" had already been reached in the Ladoga and Karelia sectors.

A large formation of Italian aircraft was intercepted by our fighters near Malta; two of the enemy were shot down and a number of others damaged.

Our aircraft raided the harbours of Benghazi and Tripoli (Libya) at night.

Our heavy bombers carried out a night attack on enemy cruisers and destroyers in the harbour of Palermo. The Fleet Air Arm co-operated by bombing the aerodromes at Gerbini and Augusta.

The R.A.F. made night attacks, in unfavourable weather, upon industrial areas in the Rhineland, including Cologne. Other objectives were shipping at St. Nazaire and various aerodromes in German occupied territory. We lost one aircraft.

Enemy aircraft carried out a raid upon Hull during the night, causing considerable damage and heavy casualties.

18th July.—Two enemy bombers were shot down round our coasts during the day.

The R.A.F., in unfavourable weather, harassed enemy shipping off the French coast. Several direct hits were secured on one large vessel. One enemy fighter was shot down; we lost two bombers and one fighter.

On the Russian front heavy fighting continued in the regions Nevel-Polotzk, Smolensk and Bobruisk.

The Germans claimed that the "break-through" of the Stalin Line between Vitebsk and Mohilev was widened beyond Smolensk. German and Rumanian troops in Bessarabia were said to have forced the river Dniester at several points and the Finns were credited with a successful action on the northern shore of Lake Ladoga.

The Admiralty reported further successes of our submarines in the Mediterranean: a heavily escorted supply ship torpedoed and probably sunk; one schooner and three large caiques carrying German troops and supplies all sunk; one schooner and two caiques all sunk.

In the early morning British and Indian troops in Tobruk (Libya) carried out a very successful raid upon the enemy positions. Our aircraft made night attacks upon Derna and Bardia.

Two German dive-bombers which attacked Cyprus were engaged by R.A.F. fighters; one was shot down into the sea.

Our aircraft made a night attack upon the aerodrome at Catania (Sicily).

19th July.—The R.A.F. made attacks upon two enemy convoys, one off the Dutch coast and one off the island of Nordeney, during the day. Eight ships, totalling about 48,000 tons, were badly damaged and probably destroyed. In the afternoon our bombers attacked the docks at Dunkirk, their escort destroying four German fighters. In all these operations we lost three bombers and two fighters.

The Russians continued to be fiercely engaged in the Nevel-Polotzk and Smolensk sectors; also, heavy fighting again developed round Pskov (Estonian frontier) and, South of the Pripet marshes, in the region of Novgorod-Volynsk.

An attack upon a large German convoy in the Baltic resulted in the sinking of eleven enemy transports and one tanker.

The Germans announced that operations in the Smolensk region were proceeding as planned; that heavy losses had been inflicted on Russian troops which had been encircled; that fresh successes had been won East of the Dniester (Bessarabia) and on the Finnish front.

A new Japanese cabinet was formed by Prince Konoe.

At night British and Indian troops in Tobruk (Libya) carried out a series of very successful raids. The R.A.F. bombed Benghazi and, in co-operation with the Fleet Air Arm, Tripoli.

At night the R.A.F. attacked western Germany, concentrating upon the industrial district of Hanover. Two of our bombers were lost; two enemy fighters were destroyed.

Progress during the week of the German invasion of Russia was difficult to determine; the thrust from the region of Pskov towards Leningrad appeared to have been held; the direct advance upon Moscow might have passed Smolensk, but the converging movements, from Dvinsk farther to the North, and from Minsk farther South, had apparently been slowed; in the Ukraine, fighting was still going on many miles to the West of Kiev. The enemy had made no deep penetration from the Finnish frontier and the situation in Bessarabia was still obscure. The character of the Russian resistance showed that the tremendous exertions of the Germans had not yet succeeded in their primary purpose, the disintegration or destruction of the armies of the Soviet. Probably the Russian mobilization, after a month of fighting, was barely completed.

It was revealed that during the period 16th June-10th July the night bombers of the R.A.F. had dropped nearly 2,000 tons of high explosive and incendiary bombs on the Ruhr industrial district of Germany, whilst over 500 tons were dropped on Bremen and nearly 1,000 tons on Cologne. There was evidence that Germany had been obliged to strengthen her air forces in the West at the expense of her Eastern (Russian) front in consequence of this ever-increasing offensive against her vital war industries.

The occupation of Syria by Allied forces strengthened our position in the Middle East, and might be expected to have considerable influence upon our future operations in that theatre of war. The terms of the convention signed with the representatives of the Vichy Government were generous enough.

A reconstruction of the Japanese Cabinet which involved the disappearance of Mr. Matsuoka, former Foreign Secretary, brought no indication of a change in the policy of Japan, if any such were intended. Prince Konoe was still Premier. The Navy Department of the U.S.A. gave notice on 16th July that the entrances to Manila Bay and to Subig Bay in the Philippines had been mined and were therefore dangerous to shipping.

During June 52 British ships (228,284 tons), 19 Allied ships (82,727 tons) and eight neutral ships (18,285 tons) were lost by enemy action—a total of 79 ships, with a tonnage of 329,296. The figures, serious enough in themselves, were the lowest recorded in any month since January. It was decided to discontinue the publication at regular intervals of our shipping losses, as the information thus conveyed was of value to the enemy.

CORRESPONDENCE

(Correspondence is invited on subjects which have been dealt with in the *Journal*, or which are of general interest to the Services. Correspondents are requested to put their views as concisely as possible, but publication of letters will be dependent on the space available in each number of the *Journal*.—EDITOR.)

GERMAN PRIZE ESSAY SUBJECTS

To the Editor of the *R.U.S.I. Journal*.

SIR,—It may interest you to know that the following subjects for the prize essay were set by the opposite number of the *R.U.S.I.* in Germany, *Die deutsche Gesellschaft für Wehr politik und Wehrwissenschaften* :—

(1) What means can still be proposed to lessen the effect of the "black-out" on life and work—even when blue light is used—without spoiling the effect of the "black-out"?

(2) What can be proposed to make a stay in the air-raid shelters up to twelve hours more endurable than hitherto, at small cost?

They are rather significant!

J. E. EDMONDS, Brigadier-General.

6th August, 1941.

CAMPAIGNING IN ARCTIC RUSSIA

To the Editor of the *R.U.S.I. Journal*.

SIR,—It is realized that Major Frederic Evans did not intend his article "Campaigning in Arctic Russia" in the May issue of the *JOURNAL* to be read as in any way a historical record of the campaign in a very wide area over the Arctic regions of North Russia, but just as a very brief sketch of a few incidents in that campaign. As articles in the *JOURNAL* are, however, rightly apt to be taken as historically accurate, I feel sure he will forgive me if I venture to correct one or two slips in his narrative in the interests of such accuracy.

The two parties which embarked for Murmansk in the "City of Marseilles" in June, 1918, were known as "Elope" and "Syren," not "Develop"; the "Syren" force being intended to operate on the Murmansk side of the White Sea and "Elope" on the Archangel side. On landing at Murmansk a few officers of "Syren" went inland as far as Kem, some 400 miles up the line towards Petrograd and about 200 miles beyond Kandalaksha where another part of "Syren" was established. I was myself attached to "Syren" for that purpose and found, at Kem, Royal Marines, French Artillery and Serbians, sent there to prevent any German or other hostile force getting through to Murmansk.

Later I rejoined "Elope," embarking at Kandalaksha and took over the Dvina River Expedition. This was at that time a small force of river paddle steamers, under Lieutenant Cavendish, R.N., and transports of every sort with a force of Royal Marines, French infantry, Russians, Poles and a sprinkling of other allied nationals.

Major Evans relates that the River Force "crept southwards in line with the advance of the Railway Force." Actually the River Force was quite independent of the Railway Force and, though the latter never went farther South towards Vologda than between 100 and 150 miles, the River Expedition made a first bound of some 200 miles up river to Bereznik where an advanced base was established. From there they fought their way nearly as far South as Nijni Toima, 350 miles or so from Archangel. Being greatly outnumbered and outgunned by bigger ships at that point, they had to retire gradually to a line just South of Bereznik where the River Vaga joins the Dvina. There they were reinforced by a small Monitor, M.25, with a 7.5-inch gun, under Commander S. Green, R.N.; subsequently Captain E. Altham, R.N., came up with most welcome reinforcements and took over the job of S.N.O.

The land reinforcements consisted of a battalion of Royal Scots, a battalion of American troops, a brigade of Canadian Artillery and an American field company of Engineers, also some aircraft and other details.

An advance was again made, with varying fortunes, to a place called Poutchega, some 140 miles up river from Bereznik, and at the same time a part of the force, both naval and military, moved about 80 miles up the Vaga river to Shenkursk from which place urgent requests had been made for assistance.

The force was holding a line across the Dvina river at Poutchega and up the Vaga at Shenkursk, with about 50 miles of forest and marshy country between the two rivers, when the ships had to be withdrawn at the end of September to avoid the winter freeze up. It was driven back some miles on the Dvina during the winter fighting, and Shenkursk had also to be evacuated. Some reinforcements had meantime come from "Syren," as Major Evans mentions.

In the following Spring when the river became clear of ice a more powerful flotilla sent out from England was brought up river by Captain Altham, and with fresh troops from home an advance towards Poutchega was again made in order to cover a withdrawal of the whole Expedition from North Russia.

It is a small matter, but to be quite accurate Brigadier-General Finlayson (now General Sir R. Gordon Finlayson) was not actually operating on the River fronts until he took over at Bereznik at the end of October, 1918, when I had to be evacuated to the Base Hospital. The Command was later in the following winter taken over from him by Brigadier-General Graham.

Without going into full details, which would be out of place in a letter, it is obviously not possible to give a complete history of the operations, but this may serve to put right and also to amplify one or two matters of which Major Evans was naturally not fully aware.

JOHN JOSSELYN,
Colonel.

2nd August, 1941.

GENERAL SERVICE NOTES

SUPREME CONDUCT OF THE WAR

In May the Prime Minister made statements in the House of Commons regarding the War Cabinet, which is the body that gives its broad sanction to the main policy and conduct of the war. Mr. Churchill himself, as Prime Minister and Minister of Defence, is ultimately responsible.

Under the authority of the War Cabinet the Chiefs of Staff of the three Services sit together each day. When he feels it necessary, the Prime Minister presides at their deliberations. Often he invites the three Service Ministers to attend also.

All large decisions of military policy are brought before the Defence Committee. This consists, under the Prime Minister as Chairman, of two or three members of the War Cabinet, the three Service Ministers and the three Chiefs of Staff. The Defence Committee was, up to the end of June, subdivided into two sections—an Operations section and a Supply section. Mr. Attlee is deputy-chairman of the former. Lord Beaverbrook was deputy-chairman of the latter, and also acted as referee on priority questions, until his appointment as Minister of Supply at the end of June. The questions of supply and priority are now to be handled within the organization of the office of the Minister of Defence or of the Production Executive, of which latter Mr. Bevin (Minister of Labour) is chairman.

The War Cabinet consists of nine members: at the time of writing four have no regular departments; four represent Foreign Affairs, Finance, Supply and Labour; the ninth (Mr. Oliver Lyttelton) was appointed at the end of June to be Minister of State, to be a member of the War Cabinet, and to represent the War Cabinet in the Middle East, where he is to concert on their behalf the measures necessary for the prosecution of the war in that theatre other than the conduct of military operations.

DUTIES OF MINISTER OF STATE

The Prime Minister in the House of Commons on 9th July defined the position and duties of Mr. Oliver Lyttelton, Minister of State, in the Middle East. His principal task would be to facilitate the conduct of operations by the Commanders-in-Chief in the Middle East by relieving them, so far as possible, of a number of extraneous responsibilities with which they had hitherto been burdened, and to settle promptly matters within the policy of the Government but which involved several home Departments or local authorities.

The appointment would not interfere with existing relationships between the Commanders-in-Chief in the Middle East and the Service Ministers, or between His Majesty's Ambassador, Cairo, and other representatives of the Government in the Middle East, and the Ministers in this country to whom they were responsible.

The Minister of State would make reference home on important issues of policy, but it was hoped that his presence with wide discretionary powers would smooth, hasten and concert action in the Middle East between the various authorities in that area.

MR. DUFF COOPER

On 21st July it was announced that Mr. A. Duff Cooper (now Chancellor of the Duchy of Lancaster) was proceeding to the Far East charged with the task of

examining, on behalf of the War Cabinet, the existing arrangements for consultation and co-ordination between the various British authorities, military, administrative and political, in those regions, and of reporting to them how these arrangements can be made more effective.

THE KING'S BADGE

It was announced on 27th May that the King had approved the institution of a badge for those invalided from the Naval, Military and Air Forces and the Merchant Navy and Fishing Fleet, through wounds or war disablement attributable to service since September 3rd, 1939.

The King's Badge, as approved by His Majesty, consists of the Royal and Imperial Cypher, surmounted by a Crown and surrounded by a circular band bearing the inscription "For Loyal Service." The badge is one inch in diameter and of white metal. It is fitted with a buttonhole attachment for men and a brooch attachment for women.

Distribution will be carried out by the Ministry of Pensions, and the badge will be issued automatically to anyone entitled to receive it.

NORWEGIAN FORCES

On 28th May the British and the Norwegian Foreign Ministers signed an agreement between the Government of the United Kingdom and the Royal Norwegian Government concerning the organization and employment of the Norwegian armed forces in the United Kingdom.

The two Governments affirm their determination to prosecute the war to a successful conclusion. They have agreed that one of the objects of the war is the re-establishment of the freedom and independence of Norway through its complete liberation from German domination. They recognize the importance in their common interest of maintaining the armed forces of Norway, and have agreed on the principles on which these forces will be organized for co-operation with the Allied armed forces.

NAVY NOTES

GREAT BRITAIN

H.M. THE KING

The King on 29th May visited H.M.S. "King Alfred," Captain John Pelly, R.N.—a shore training establishment of the Royal Navy in the South of England.

BOARD OF ADMIRALTY

In the *London Gazette* on 6th June, it was announced that the King, by Letters Patent under the Great Seal, dated 1st June, had appointed the following to be Commissioners for Executing the Office of Lord High Admiral of the United Kingdom:—

Right Hon. A. V. Alexander.
Admiral of the Fleet Sir Dudley Pound, G.C.B., G.C.V.O.
Vice-Admiral W. J. Whitworth, C.B., D.S.O.
Vice-Admiral B. A. Fraser, C.B., O.B.E.
Vice-Admiral J. H. D. Cunningham, C.B., M.V.O.
Rear-Admiral A. L. St. G. Lyster, C.B., C.V.O., D.S.O.
Vice-Admiral T. S. V. Phillips, C.B.
Vice-Admiral H. R. Moore, C.B., C.V.O., D.S.O.
Rear-Admiral Sir Henry Harwood, K.C.B., O.B.E.
Rear-Admiral A. J. Power, C.V.O.
Sir Victor A. G. A. Warrender, Bart., M.C.
Captain A. U. M. Hudson.
Sir James Lithgow, Bart., M.C., T.D.
Henry Vaughan Markham, Esq., M.C.

FLAG APPOINTMENTS.

SECOND SEA LORD.—The King has approved the appointment of Vice-Admiral William J. Whitworth, C.B., D.S.O., to be a Lord Commissioner of the Admiralty and Chief of Naval Personnel, in succession to Admiral Sir Charles J. C. Little, K.C.B., to date 1st June, 1941.

NAVAL SECRETARY.—The King has approved the appointment of Rear-Admiral Arthur M. Peters, D.S.C., to be Naval Secretary to the First Lord of the Admiralty, in succession to Rear-Admiral Edward N. Syfret, to date 16th June, 1941.

RUSSIAN MISSION.—Rear-Admiral Geoffrey J. A. Miles was in June appointed a Member of the British Mission which accompanied Sir Stafford Cripps, British Ambassador, to Moscow.

SEA COMMANDS.—On 4th August, the Admiralty announced that the following Flag Officers had recently been appointed to Sea Commands:—

CRUISER SQUADRONS.—Rear-Admiral Edward N. Syfret, Rear-Admiral Henry B. Rawlings, O.B.E.

DESTROYER FLOTILLAS.—Rear-Admiral Irvine G. Glennie.

OTHER APPOINTMENTS.—In addition, said the announcement on 4th August, the following appointments have been made :—

Acting Vice-Admiral Alban T. B. Curteis, C.B., has been appointed as Vice-Admiral Second in Command of the Home Fleet.

Rear-Admiral Arthur J. L. Murray, C.B., D.S.O., O.B.E., has been appointed as Director of Signal Division at the Admiralty.

Rear-Admiral Edward de F. Renouf, C.V.O., has relieved Rear-Admiral A. M. Peters, D.S.C., as Naval Staff Officer to the Commander-in-Chief, Home Forces.

Rear-Admiral Ernest J. Spooner, D.S.O., has been appointed Rear-Admiral, Malaya, and in charge of Naval Establishments at Singapore.

FLAG LIST PROMOTIONS

The following promotions to Rear-Admiral in H.M. Fleet have been approved, to date 8th July, 1941 :—

Captain Arthur F. E. Palliser, D.S.C., A.D.C., R.N.

Captain (Acting Rear-Admiral) Geoffrey J. A. Miles, A.D.C., R.N.

Captain Frederick H. G. Dalrymple-Hamilton, R.N.

Captain (Acting Rear-Admiral) Denis W. Boyd, C.B.E., D.S.C., R.N.

Captain (Commodore 2nd Class) Harold T. C. Walker, R.N.

Captain Clement Moody, R.N.

Captain Rhoderick R. McGrigor, R.N.

Captain Philip L. Vian, D.S.O., R.N.

HONOURS AND AWARDS

The following were included in the second section of the Birthday Honours List, for members of the Services, published on 1st July, 1941 :—

K.C.B.—Vice-Admiral John H. D. Cunningham, C.B., M.V.O. ; Vice-Admiral William J. Whitworth, C.B., D.S.O. ; Acting Vice-Admiral Tom S. Vaughan Phillips, C.B. ; and Lieut.-General Alan G. B. Bourne, C.B., D.S.O., M.V.O., R.M.

C.B.—Rear-Admiral J. G. Crace ; Rear-Admiral C. Cantlie, D.S.C. ; Rear-Admiral J. W. S. Dorling ; Rear-Admiral A. J. Power, C.V.O. ; Engineer Rear-Admiral H. L. Harvey ; Engineer Rear-Admiral H. A. Sheridan ; Surgeon Rear-Admiral C. V. Griffiths, D.S.O. ; and Paymaster Captain H. R. M. Woodhouse, O.B.E.

K.C.I.E.—Vice-Admiral Herbert Fitzherbert, C.B., C.M.G., Flag Officer Commanding, Royal Indian Navy.

K.B.E.—Vice-Admiral Bruce A. Fraser, C.B., O.B.E. ; Vice-Admiral Robert A. Hornell, D.S.O. (Retired) (serving in rank of Commodore, 2nd Class, R.N.R.).

C.B.E.—Rear-Admiral F. N. Attwood (Retired) ; Engineer Rear-Admiral G. Morgan ; Captain C. S. Daniel, D.S.O., R.N. ; Captain R. Shelley, R.N. ; Captain G. G. P. Hewett, R.N. (Retired) ; Captain (Commodore, 2nd class) H. Vaughan-Jones, R.N. (Retired) ; Captain G. N. Jones, D.S.O., R.D., R.N.R. (Retired) ; Paymaster Captain L. C. E. Ayre, O.B.E., R.N. ; Paymaster Captain J. B. Foley, O.B.E., R.N. ; Colonel Second Commandant (temporary Colonel Commandant, temporary Brigadier) A. C. St. Clair-Morford, M.C., R.M.

WITHDRAWAL FROM GREECE.—The following were included in a number of awards published on 4th June, for gallantry and distinguished services in effecting

the withdrawal from the beaches of Greece, under fire and in the face of many and great difficulties, of many thousands of troops of the Allied Armies :—

K.C.B.—Vice-Admiral Henry D. Pridham-Wippell, C.B., C.V.O. This appointment is also made in recognition of Vice-Admiral Pridham-Wippell's fine service in command of H.M. ships at the victory of Cape Matapan.

C.B.—Rear-Admiral Harold T. Baillie-Grohman, D.S.O., O.B.E.

C.B.E.—Acting Captain Robert C. Crooks, R.N. (Retired).

A number of appointments to the Distinguished Service Order and awards of the Distinguished Service Cross were also included in this list.

PERSONNEL

"Y" TRAINING SCHEME.—Schoolboys, University students, members of recognised Sea Cadet Corps and other young men may volunteer for the Royal Navy, including the Fleet Air Arm, under what is known as the new "Y" scheme, announced by the Admiralty on 4th June. They must have reached the age of 17, but will not be called up for training until they are at least 18. All candidates accepted will be entered into the unpaid reserve of the Navy, and will carry on with their schooling or work until called up for training. While awaiting this they will be expected to undertake voluntary training. When called up, after ten weeks preliminary training and not less than three months sea service as seamen, they will be eligible for recommendation for temporary Commissions in the Royal Naval Volunteer Reserve.

ALLOWANCES.—A new Order in Council provides that the payments to the Engineer Captains in command of the Mechanical Training Establishment at Chatham and the R.N. Engineering College, Keyham, of command money and entertaining allowance at the rates of 7s. and 5s. a day respectively should be extended to the Captains (E) appointed in command of the Royal Naval Air Station, Lympne, and the Mechanical Training Establishment, Rosyth, with effect from the dates of taking up their appointments.

TORPEDO PRIZE MONEY.—An Order in Council provides for the payment, from 2nd April, 1941, of prize money for torpedo proficiency in the cases of naval air stations with torpedo facilities, and the Mobile Torpedo Unit. For stations with authorised complements of 1,000 or over, the prize money is to be £15 per annum; over 500 and under 1,000, £10; 500 or below, £5; and for the Mobile Torpedo Unit, £2.

WOMEN'S ROYAL NAVAL SERVICE

The Duchess of Kent, Commandant, visited the Headquarters of the Women's Royal Naval Service on 11th July. Her Royal Highness inspected units of the Service in the London area on 30th June and 11th July.

In reply to a question in Parliament on 16th July whether, in view of the recent change of status of the A.T.S. and the W.A.A.F., it was the intention of the Admiralty to organize any comparable change in the status of the W.R.N.S., Mr. Alexander said: "No. The Board of Admiralty are satisfied that the present status, organization and system of discipline of the W.R.N.S. are such as to enable that Service fully to meet the obligations laid upon its members. . . . I should like to take this opportunity of paying a tribute to the wonderful spirit and fine sense of discipline shown by all ranks in their ever-increasing numbers. They are proud to be associated with the Royal Navy, and the Navy is equally ready to acknowledge its obligation to them."

NAVAL NURSING SERVICE

Miss D. W. Beale, A.R.R.C., Matron, has been appointed Matron-in-Chief, Queen Alexandra's Royal Naval Nursing Service, on the retirement of Miss A. Ralph, R.R.C., to date 14th July, 1941.

The Admiralty announced in May that the increased rates of pay recently introduced for Army and Air Force nurses had been extended to Queen Alexandra's Royal Naval Nursing Service, with effect from 1st April. The new annual rates are Nursing Sisters, £95; Reserve Nursing Sisters, £105.

Higher rates will be allowed for sisters who possess approved nursing experience of three years or more, as follows:—Three years, £110; six years, £115; nine years, £120.

MATERIAL

PRODUCTION.—Speaking at Sheerness on 29th June, Mr. A. V. Alexander, First Lord of the Admiralty, said we had built in this country a considerable quantity of new merchant tonnage, we had purchased another large quantity from overseas, we had converted a substantial amount of enemy tonnage captured, and had chartered neutral tonnage. In spite of these four factors, there was every reason why the maximum possible effort should be made to increase the production of merchant tonnage in this country, to acquire the service of as much tonnage as possible from the expanding programme of the United States and other oversea building, and to increase the output of repairs of merchant shipping. Compared to the output of shipbuilding, naval and mercantile, in 1915-16, the results achieved in the first 21 months of this war had been remarkable, bearing in mind that we had far fewer shipyards available, and little more than half the number of workers in the shipyards. As to specific naval requirements, he asked for increased effort especially in relation to short-range anti-aircraft weapons and more aeroplanes for the Fleet Air Arm.

In an address to the Royal Empire Society on 17th June, Mr. Alexander, referring to the vast increase in the task which confronted the Navy after the fall of France, said that although they had not been able to do all that a lover of the Navy would desire it was amazing how much they had done to stiffen up the strength of the Fleet in succeeding months. Many destroyers had been built, many cruisers had been finished, and they had been enabled steadily to increase the tremendously important escort ships by adding to the destroyers the corvettes of which he could say that we had now a very large number and he hoped to get more.

ROYAL MARINES

THE WITHDRAWAL FROM CRETE.—In a statement on the withdrawal of troops from Crete, issued on 9th June, the Admiralty said that during the withdrawal from Suda Bay the Royal Marines formed the rearguard. These men, who had been carrying out various duties, as well as manning the anti-aircraft defences, were hastily formed into an infantry brigade under Major-General E. C. Weston, R.M. They fought with great gallantry and proved themselves worthy of the highest traditions of the Corps. It is known that a number of this brigade were among those who had to be left in Crete.

The following message was sent from General Sir Archibald Wavell to General Weston on the night of 31st May:—

"You know the heroic effort the Navy has made to rescue you. I hope you will be able to get away most of those who remain, but this is the last night the

Navy can come. Please tell those that have to be left that the fight put up against such odds has won the admiration of us all, and every effort to bring them back is being made. General Freyburg has told me how magnificently your Marines have fought, and of your own grand work. I have heard also of the heroic fight of young Greek soldiers. I send you all my grateful thanks."

COLONEL COMMANDANT.—General Sir Richard F. C. Foster, K.C.B., C.M.G., D.S.O., has been appointed to be Honorary Colonel Commandant, Chatham Division, to date 23rd May, 1941.

COMMAND MONEY.—An Order in Council of 25th April, published in the *London Gazette* on 2nd May, authorises, with effect from 7th May, 1940, the payment of command money and entertaining allowance at the rates of 7s. and 5s. a day respectively to Colonels, R.M., Commanding Royal Marine battalions or other analogous units, subject to the conditions laid down for Lieut.-Colonels, R.M.

DOMINIONS AND COLONIES

AUSTRALIA

LOSS OF H.M.A.S. "WATERHEN."—On 5th July, Mr. Hughes, Navy Minister, announced the loss of the Australian destroyer "Waterhen," Lieutenant-Commander J. H. Swain, R.N., by bombing during the recent Mediterranean operations. She sank when being towed to port. There were no casualties. Mr. Hughes said that the "Waterhen" had given many months of valuable service in the Mediterranean. The Australian Navy's record was remarkable; although its cruisers and destroyers had been in the thickest of the fight, casualties had been almost negligible.

SHIPBUILDING.—The Sydney correspondent of *The Times*, in a telegram dated 8th May, said that while a new naval vessel was entering the water from the slips at a New South Wales yard that day, the keel of another vessel was being placed in position. The Commodore of the Naval Establishments in Sydney said that splendid work was being done in the Australian shipyards and that the ships were a great credit to Australian workmanship.

CANADA

LONDON VISIT.—Colonel K. S. MacLachlan, Canadian Deputy Minister of Naval Affairs, and Commodore H. E. Reid, R.C.N., Canadian Deputy Chief of Naval Staff, arrived in London from Canada in July. In a statement to the Press, Colonel MacLachlan said they had come on a brief but very intensive visit to discuss with British naval authorities the many matters of mutual concern which had developed during the past few months. These included general collaboration on patrol and convoy work, the exchange of information on facilities for the construction and handling of ships of all kinds, and a general review of the ship-building programme of the two countries. Canada had increased her facilities for accommodating, repairing and building, and already she had been able to do quite substantial work by these means for the British as well as for her own naval undertakings.

GUN-MOUNTINGS.—The Canadian Munitions Department announced in June that the first naval gun-mounting ever made in Canada had been completed and that trials had been successful. Deliveries to the British Admiralty would begin that month.

INDIA

GIFT OF A CORVETTE.—The First Lord of the Admiralty acknowledged on 1st May the receipt of £150,000 from The Nizam of Hyderabad for the provision of a corvette for the Royal Navy. To mark its appreciation of this gift, the Board of Admiralty has directed that one of the corvettes now building shall bear the name "Hyderabad."

LOSS OF THE "PARVATI."—The loss of H.M.I.S. "Parvati" was announced in Simla on 13th May. One Warrant Officer and 15 ratings were missing, believed killed, and the Commanding Officer, a Warrant Officer and 12 ratings had been wounded. British warships had rescued the rest of the ship's company.

FOREIGN

GERMANY

MAIN FLEET.—The German main fleet has suffered severe casualties since the outbreak of war, and is now reduced to:—

- 1 modern 35,000-ton battleship, the "Tirpitz."
- 2 very old 13,000-ton ex-battleships, "Schlesien" Class.
- 2 modern 26,000-ton battle cruisers, "Scharnhorst" and "Gneisenau," both of which have been the targets for repeated heavy attacks by the R.A.F., and are probably badly damaged.
- 2 armoured ships, 10,000 tons, "Lützow" and "Admiral Scheer."
- 3 8-in. gun cruisers, 10,000 tons, "Hipper" Class. One of these, the "Prinz Eugen," was with the ill-fated "Bismarck," but escaped to Brest, where she has been heavily attacked from the air, and may now be damaged.
- 4 6-in. gun cruisers, 5,500 to 6,000 tons, "Nürnberg," "Leipzig," "Köln" and "Emden."
- 1 aircraft carrier, 19,250 tons, the "Graf Zeppelin."

A NEW TYPE.—Details of what is referred to as a new type of warship have been published in the *Deutsche Allgemeine Zeitung*. This is known as a *Sperrbrecher*, literally "blockade breaker."

It appears to be about the size of a large trawler, and is primarily intended as a minesweeper and escort vessel, but it can also act as a tug or an icebreaker. It is claimed that numerous water-tight compartments and empty casks and cases in the holds make it practically unsinkable.

OFFICERS TRAINING FOR THE MERCHANT NAVY.—In the course of a statement made by Admiral Shultze—Director of Shipping Transport—in which he emphasised the keenness of German youth for sea service, he referred to four ships, all sailing freighters, being in commission for training officers for the Reserve Merchant Navy.

These are the "Deutschland," "Kommodore Johnson," "Padua" and "Seute Deern."

ITALY

MAIN FLEET.—The Italian main fleet continues to play its traditional role of timorous inactivity. Even the bait of our big convoy which passed the whole length of the Mediterranean during the latter part of July failed to entice it to sea.

It is true that the attack on Taranto and the battle of Cape Matapan took heavy toll of the principal units. The 35,000-ton "Vittorio Vento" unfortunately survived the latter engagement, but will probably be out of action for some time;

her sister-ship, the "Littorio," has been undergoing repairs to the damage she suffered in the former, together with two of the older "Cavour" class; but there are two more of these battleships, some four 8-in. and ten 6-in. cruisers—enough to make a sufficiently formidable force to be a real menace to our communications if used with enterprise and determination.

TWO-MAN TORPEDO CRAFT.—In contrast to the traditional timidity of the Italian main fleet, is the daring shown, both in the last war and the present one, in individual enterprises.

The attack on Malta, on 26th July, by two-man torpedo craft, recalls a similar venture against Trieste in December, 1917; but, whereas the latter had a considerable measure of success, the effort to repeat it with more numerous and more highly developed devices completely failed. The reason for this was doubtless that the British defences were far more efficient than the Austrian.

The casualties inflicted on the escorting M.T.B.'s by our aircraft was another significant feature of the failure of what was at least a gallant project.

SOVIET UNION

NAVAL MISSIONS.—A British Naval Mission, under Rear-Admiral G. J. A. Miles, has been sent to Moscow, and a Russian Naval Mission, consisting of Admiral Kharlimou, with a staff of five officers, has arrived in London.

UNITED STATES

NEW BATTLESHIPS.—Two of the 35,000-ton class battleships—the "Washington" and "North Carolina"—are now complete, and a third—the "South Dakota," was launched from the New York Shipbuilding Corporation at Camden, New Jersey, on 7th June.

Three more battleships are due to be launched this year.

NOMENCLATURE.—Amongst the names of ships lately announced are the "Long Island" (formerly "Mormacmail")—aircraft-carrier; and "Otus" (formerly "Fred Morris")—submarine tender. "PC" numbers have been assigned to submarine chasers which formerly bore names.

NAVAL TRANSPORT.—The largest trans-Atlantic liner in the American mercantile marine—the 27,000-ton "America," has been taken up by the U.S. navy and is being fitted out as a transport.

ARMY NOTES

HIS MAJESTY THE KING

On 14th May, the anniversary of the formation of the Home Guard, the King witnessed Guard Mounting at Buckingham Palace by a detachment of the 1st County of London (Westminster) Battalion of the Home Guard.

On 29th May the Queen visited a locality in the South of England where she inspected a battalion of the London Scottish, the Gordon Highlanders, of which Regiment Her Majesty is Honorary Colonel.

On 11th June the King visited battalions of the Grenadier Guards and the Scots Guards in training in the Eastern Counties, and two days later inspected military units in South-East England.

On 1st July (Dominion Day) the King presented colours at a depot in Southern England to two Canadian regiments (see page 624).

On 30th and 31st July the King, accompanied by the Queen, inspected military units in the West of England.

AIDE-DE-CAMP GENERAL TO THE KING.—The King has been pleased to approve the following appointment as Aide-de-Camp General to His Majesty :—

General Sir Claude J. E. Auchinleck, G.C.I.E., C.B., C.S.I., D.S.O., O.B.E., Indian Army.

AIDES-DE-CAMP TO THE KING.—The King has been pleased to approve the following appointments as Aides-de-Camp to the King :—

Colonel C. W. Fladgate, C.B.E. ; 25th April, 1941.

Colonel H. W. V. Stewart, C.B.E., D.S.O. ; 10th May, 1941.

Lieut.-Colonel (acting Brigadier) G. D. K. Murray, O.B.E., M.C., T.D. ; 12th June, 1941.

Colonel (temporary Brigadier) E. E. F. Baker, C.B.E., D.S.O., M.C., T.D., D.L. ; 12th June, 1941.

Colonel (temporary Brigadier) G. M. B. Portman, T.D. ; 12th June, 1941.

Colonel T. Blatherwick, C.B., D.S.O., M.C., T.D., D.L., J.P. ; 12th June, 1941.

Bt.-Colonel (temporary Brigadier) G. Shenstone, T.D., D.L. ; 12th June, 1941.

Colonel I. K. Thomson, O.B.E., T.D., D.L. ; 12th June, 1941.

Colonel N. R. Campbell, C.B.E., M.C., T.D. ; 12th June, 1941.

HON. PHYSICIANS TO THE KING.—The King has been pleased to approve the following appointments as Hon. Physician to the King :—

Colonel C. A. Wood, M.C., M.B., B.S. (London), D.P.H. (London), D.T.M. & H. (London), Indian Medical Service ; 25th December, 1940.

Colonel W. C. Paton, M.C., M.A., M.B. (Edinburgh), Ch.B. (Edinburgh), F.R.C.S. (Edinburgh), Indian Medical Service ; 27th March, 1941.

HON. SURGEONS TO THE KING.—The King has been pleased to approve the following appointments as Hon. Surgeon to the King :—

Colonel T. C. Boyd, M.R.C.P. (Ireland), F.I.C., F.R.C.S. (Ireland), D.P.H. (Ireland), V.H.S., Indian Medical Service ; 14th February, 1941.

Colonel H. J. M. Corsetjee, D.S.O., M.B., B.S. (Cambridge), M.R.C.S., V.H.S., Indian Medical Service; 23rd February, 1941.

COLONELS COMMANDANT.—The King has been pleased to make the following appointments :—

Major-General F. S. G. Piggott, C.B., D.S.O., retired pay, to be Colonel Commandant, Royal Engineers; 7th June, 1941.

Major-General (acting Lieut.-General) E. F. Norton, C.B., D.S.O., to be Colonel Commandant, Hong Kong-Singapore Royal Artillery; 25th July, 1941.

REGIMENTAL COLONEL.—The King has been pleased to appoint General Sir Claude J. E. Auchinleck, G.C.I.E., C.B., C.S.I., D.S.O., O.B.E., Indian Army, to be Colonel of the Royal Inniskilling Fusiliers; 6th April, 1941.

ARMY COUNCIL

The King has been pleased, by Letters Patent under the Great Seal bearing date the 19th day of May, 1941, to appoint the following to be His Majesty's Army Council :—

Captain the Right Hon. Henry D. R. Margesson, M.C., President.

Brigadier-General Henry, Baron Croft, C.M.G., T.D., Vice-President.

General Sir John G. Dill, K.C.B., C.M.G., D.S.O., A.D.C. General.

Major-General (acting Lieut.-General) Henry C. B. Wemyss, C.B., D.S.O., M.C.

General Sir Walter K. Venning, K.C.B., C.M.G., C.B.E., M.C.

Major-General (Temporary Lieut.-General) Sir Henry R. Pownall, K.B.E., C.B., D.S.O., M.C.

Lieut.-Colonel Sir Edward W. M. Grigg, K.C.M.G., K.C.V.O., D.S.O., M.C.

Richard K. Law, Esq.

Robert R. Sinclair, Esq., M.B.E.

Sir Percy J. Grigg, K.C.B., K.C.S.I.

HONOURS AND AWARDS

Victoria Cross.—The King has been pleased to approve the award of the Victoria Cross to :—

(a) Second-Lieutenant Premindra Singh Bhagat, Corps of Indian Engineers (serving with the Royal Bombay Sappers and Miners)—for most conspicuous gallantry on active service in the Middle East. (See also page 626.)

(b) Subadar Richpal Ram, 6th Rajputana Rifles, Indian Army (deceased)—for outstanding and inspiring heroism, determination and devotion to duty during operations in front of Keren, Eritrea, on the night 7-8th February and again on 12th February, 1941.

(c) Corporal John Hurst Edmondson, Australian Military Forces (deceased)—for outstanding resolution, leadership and conspicuous bravery at Tobruk (Libya) on the night 13-14th April, 1941.

George Cross.—The King has been pleased to approve the award of the George Cross to :—

Section Commander George Walter Inwood, Home Guard (since deceased)—for most conspicuous gallantry in carrying out hazardous work in a very brave manner.

Corporal James Patrick Scully, Pioneer Corps—for outstanding gallantry in rescue work when houses were demolished by enemy action.

On 30th May it was announced that the King had been pleased to approve the following awards, in recognition of recent successful operations in East Africa :—

K.C.B.—Major-General (acting Lieut.-General) A. G. Cunningham, C.B., D.S.O., M.C.

Major-General (acting Lieut.-General) W. Platt, C.B., D.S.O.

K.B.E.—Major-General (acting Lieut.-General) L. M. Heath, C.B., C.I.E., D.S.O., M.C., Indian Army.

C.B.—Major-General A. R. Godwin-Austen, O.B.E., M.C.

Colonel (acting Major-General) H. E. de R. Wetherall, D.S.O., O.B.E., M.C.

Brigadier-General (acting Major-General) G. E. Brink, D.S.O., South African Forces.

On 20th June a number of awards were announced in recognition of distinguished services in Waziristan during the year 1940. Among the honours awarded were :—

C.I.E.—Major-General A. E. Barstow, M.C., Indian Army.

The following awards to officers of the Army were included in the Birthday Honours list published on 1st July :—

K.C.B.—Lieut.-General C. N. F. Broad, C.B., D.S.O.

Lieut.-General Sir Frederick A. Pile, Bt., C.B., D.S.O., M.C.

Lieut.-General Sir Ronald F. Adam, Bt., C.B., D.S.O., O.B.E.

General E. de Burgh, C.B., D.S.O., O.B.E., retired pay, Indian Army.

C.B.—Major-General (acting Lieut.-General) H. G. Martin, D.S.O., O.B.E.

Major-General (acting Lieut.-General) S. R. Wason, M.C.

Major-General (acting Lieut.-General) H. C. Loyd, D.S.O., M.C.

Major-General (acting Lieut.-General) A. E. Percival, D.S.O., O.B.E., M.C.

Major-General R. C. Priest, M.D., F.R.C.P., K.H.P.

Major-General R. Evans, M.C.

Major-General D. P. Dickinson, D.S.O., O.B.E., M.C.

Major-General G. G. Rawson, O.B.E., M.C.

Major-General L. H. K. Finch, D.S.O., O.B.E.

Major-General W. P. J. Akerman, D.S.O., M.C.

Major-General C. A. Heydeman, M.C.

Major-General G. de C. Glover, D.S.O., M.C.

Major-General F. L. M. Crossman, D.S.O., M.C.

Major-General R. H. Dewing, D.S.O., M.C.

Colonel (temporary Brigadier) E. M. Dorman, D.S.O., M.C., retired pay.

Major-General J. R. Hartwell, D.S.O., Indian Army.

Major-General C. O. Harvey, C.V.O., C.B.E., M.C., Indian Army.

Major-General A. G. O. M. Mayne, D.S.O., Indian Army.

K.C.S.I.—General A. F. Hartley, C.B., D.S.O., Indian Army.

C.S.I.—Major-General G. N. Molesworth.

K.B.E.—Major-General B. A. Hill, C.B., D.S.O., retired pay.

Major-General (temporary Lieut.-General) H. C. B. Wemyss, C.B., D.S.O., M.C.

On 8th July a number of awards were announced in recognition of distinguished services in the Middle East during the period December, 1940, to February, 1941. Among the honours awarded were :—

C.B.—Brigadier A. S. Allen, C.B.E., D.S.O., V.D., Australian Military Forces.

Colonel (temporary Major-General) P. S. Tomlinson, D.S.O., M.R.C.P., late Royal Army Medical Corps.

APPOINTMENTS AND PROMOTIONS

The following appointments have been announced :—

To be Commander-in-Chief, India.—General Sir Archibald P. Wavell, G.C.B., C.M.G., M.C. ; 11th July, 1941.

To be Commander-in-Chief, Middle East.—General Sir Claude J. E. Auchinleck, G.C.I.E., C.B., C.S.I., D.S.O., O.B.E. ; 5th July, 1941.

To be Commander-in-Chief, Gibraltar.—General the Viscount Gort, V.C., G.C.B., C.B.E., D.S.O., M.V.O., M.C., A.D.C. General ; 14th May, 1941.

To be G.O.C.-in-C., Scottish Command.—Lieut.-General A. F. A. N. Thorne, C.B., C.M.G., D.S.O. ; 8th May, 1941.

To be G.O.C.-in-C., Eastern Command.—Major-General (acting Lieut.-General) L. Carr, C.B., D.S.O., O.B.E. ; 12th May, 1941.

To be G.O.C.-in-C., Northern Command.—Major-General (acting Lieut.-General) T. R. Eastwood, C.B., D.S.O., M.C. ; 3rd June, 1941.

To be G.O.C.-in-C.—Lieut.-General Sir James H. Marshall-Cornwall, K.C.B., C.B.E., D.S.O., M.C. ; 19th May, 1941.

Lieut.-General Sir George J. Giffard, K.C.B., D.S.O. ; 12th July, 1941.

To be Governor and Commander-in-Chief, Malta.—Major-General (temporary Lieut.-General) Sir William G. S. Dobbie, K.C.B., C.M.G., D.S.O. ; 19th May, 1941.

To be Intendant-General, Middle East.—General Sir Robert H. Haining, K.C.B., D.S.O. ; 19th May, 1941.

To be G.O.C. British Troops in Northern Ireland.—Major-General (acting Lieut.-General) H. E. Franklyn, C.B., D.S.O., M.C. ; 19th May, 1941.

To be G.O.C., Northern Ireland District.—Major-General V. H. B. Majendie, C.B., D.S.O. ; 7th June, 1941.

To be Vice-Chief of the Imperial General Staff.—Major-General (temporary Lieut.-General) Sir Henry R. Pownall, K.B.E., C.B., D.S.O., M.C. ; 19th May, 1941.

To be Adjutant-General to the Forces.—Lieut.-General Sir Ronald F. Adam, Bt., C.B., D.S.O., O.B.E. ; 3rd June, 1941.

To be Inspector-General of Training.—Lieut.-General Sir Clive G. Liddell, K.C.B., C.M.G., D.S.O. ; 14th May, 1941.

To be a Deputy Chief of the General Staff.—Colonel (acting Major-General) N. M. Ritchie, C.B.E., D.S.O., M.C. ; 15th June, 1941.

To be Major-Generals i/c Administration, with acting rank of Major-General :—

Colonel (temporary Brigadier) L. A. Hawes, C.B.E., D.S.O., M.C. ; 8th May, 1941.

Colonel (temporary Brigadier) A. T. Miller, M.C. ; 1st June, 1941.

To be Director, Grade "A," War Office, with acting rank of Major-General :—

Colonel (temporary Brigadier) D. R. D. Fisher, C.B.E., D.S.O. ; 10th May, 1941.

To be a Chief Engineer, with acting rank of Major-General :—

Colonel (temporary Brigadier) B. K. Young, M.C. ; 29th May, 1941.

To be Director-General, Home Guard, with acting rank of Major-General :—

War Substantive Lieut.-Colonel (temporary Brigadier) The Viscount Bridgeman, D.S.O., M.C. ; retired pay (Reserve of Officers) ; 3rd June, 1941.

To be Commanders, with acting rank of Lieut.-General :—

Major-General R. P. Pakenham-Walsh, C.B., M.C. ; 7th June, 1941.

Major-General L. M. Heath, K.B.E., C.B., C.I.E., D.S.O., M.C., Indian Army ; 26th April, 1941.

To be Commanders :—

Major-General F. N. Mason-MacFarlane, C.B., D.S.O., M.C. ; 9th April, 1941.

Major-General E. L. Morris, C.B., O.B.E., M.C. ; 19th May, 1941.

To be Commanders, with acting rank of Major-General :—

Colonel F. W. Messervy, Indian Army ; 14th April, 1941.

Colonel (temporary Brigadier) E. G. Miles, D.S.O., M.C. ; 12th May, 1941.

Colonel (temporary Brigadier) A. G. O. M. Mayne, D.S.O., Indian Army ; 12th April, 1941.

Colonel (temporary Brigadier) D. N. Wimberley, M.C. ; 21st May, 1941.

Colonel (temporary Brigadier) H. de R. Morgan, D.S.O. ; 8th May, 1941.

Colonel (temporary Brigadier) W. D. Morgan, D.S.O., M.C. ; 1st June, 1941.

Lieut.-Colonel (temporary Brigadier) M. C. Dempsey, D.S.O., M.C., Royal Berkshire Regiment ; 15th June, 1941.

Colonel (temporary Brigadier) A. F. P. Christison, M.C. ; 17th June, 1941.

Colonel (temporary Brigadier) B. G. Horrocks, M.C. ; 27th June, 1941.

Colonel (temporary Brigadier) J. B. Scott, M.C., Indian Army ; 1st July, 1941.

Colonel (temporary Brigadier) C. M. Maltby, M.C., Indian Army ; 19th July, 1941.

To be specially employed :—

Major-General J. S. Drew, C.B., D.S.O., M.C. ; 21st April, 1941.

Major-General A. E. Percival, D.S.O., O.B.E., M.C., with acting rank of Lieut.-General ; 29th April, 1941.

General Sir Guy C. Williams, K.C.B., C.M.G., D.S.O.; 12th May, 1941.

Major-General H. B. D. Willcox, D.S.O., M.C., with acting rank of Lieut.-General; 12th May, 1941.

Major-General K. A. N. Anderson, C.B., M.C., with acting rank of Lieut.-General; 19th May, 1941.

Colonel (acting Major-General) C. J. S. King, C.B.E.; 12th May, 1941.

Colonel (temporary Brigadier) I. S. O. Playfair, D.S.O., M.C., with acting rank of Major-General; 23rd May, 1941.

Major-General (acting Lieut.-General) H. C. B. Wemyss, C.B., D.S.O., M.C.; 3rd June, 1941.

Colonel St. J. D. Arcedeckné-Butler, with acting rank of Major-General; 16th June, 1941.

Major-General F. N. Mason-Macfarlane, C.B., D.S.O., M.C.; 25th June, 1941.

The following have relinquished their appointments:—

Major-General A. E. Percival, D.S.O., O.B.E., M.C., as a Commander; 9th April, 1941.

Lieut.-General Sir R. Harold Carrington, K.C.B., D.S.O., as G.O.C.-in-C. Scottish Command; 8th May, 1941.

Major-General F. N. Mason-MacFarlane, C.B., D.S.O., M.C., a special appointment; 6th April, 1941.

Major-General R. L. Bond, C.B., D.S.O., M.C., as Major-General i/c Administration; 8th May, 1941.

Major-General H. N. Foster, C.M.G., C.B.E., A.M.I. Mech.E. (retired pay), as A.D.S.T.; 8th May, 1941.

General Sir Robert H. Haining, K.C.B., D.S.O., as Vice-Chief of the Imperial General Staff; 19th May, 1941.

Lieut.-General Sir James H. Marshall-Cornwall, K.C.B., C.B.E., D.S.O., M.C., a special appointment; 14th April, 1941.

Colonel (acting Major-General) C. E. Hudson, V.C., C.B., D.S.O., M.C., as a Commander; 21st May, 1941.

Major-General V. H. B. Majendie, C.B., D.S.O., as a Commander; 1st June, 1941.

Major-General F. W. Barron, C.B., O.B.E., retired pay (Reserve of Officers), as an Inspector; 1st June, 1941.

General Sir Archibald P. Wavell, G.C.B., C.M.G., M.C., as C.-in-C., Middle East; 5th July, 1941.

Major-General L. H. K. Finch, C.B., D.S.O., O.B.E., a special appointment; 13th July, 1941.

The following promotions have been announced:—

Field-Marshal—

General the Right Honourable J. C. Smuts, C.H., F.R.S., D.T.D., K.C., M.P., South African Defence Forces, to be Field-Marshal (supernumerary to establishment); 24th May, 1941.

Generals—

The undermentioned Lieut.-Generals to be Generals :—

Sir Guy C. Williams, K.C.B., C.M.G., D.S.O. ; 7th February, 1941.

Sir Robert H. Haining, K.C.B., D.S.O. ; 15th April, 1941.

(Acting General) Sir Alan F. Brooke, K.C.B., D.S.O. ; 7th May, 1941.

Sir Henry M. Wilson, G.B.E., K.C.B., D.S.O. ; 31st May, 1941, with seniority 6th May, 1941.

A. B. Haig, C.B., M.C., Indian Army ; 10th May, 1941.

Lieut.-Generals—

The undermentioned Major-Generals to be Lieut.-Generals :—

(Acting Lieut.-General) D. F. Anderson, C.B., C.M.G., D.S.O. ; 7th February, 1941, with seniority 11th July, 1938.

(Acting Lieut.-General) T. S. Riddell-Webster, C.B., D.S.O. ; 15th April, 1941.

A. F. A. N. Thorne, C.B., C.M.G., D.S.O. ; 7th May, 1941.

D. K. McLeod, C.B., D.S.O., Indian Army ; 1st April, 1941, with seniority 11th March, 1941.

(Acting Lieut.-General) W. Platt, K.C.B., D.S.O. ; 31st May, 1941.

(Acting Lieut.-General) L. Carr, C.B., D.S.O., O.B.E. ; 5th June, 1941.

C. D. Noyes, C.B., C.I.E., M.C., Indian Army ; 9th May, 1941.

L. H. Heath, K.B.E., C.B., C.I.E., D.S.O., M.C., Indian Army ; 10th May, 1941.

The undermentioned Major-Generals (acting Lieut.-Generals) to be temporary Lieut.-Generals :—

W. G. S. Dobbie, K.C.B., C.M.G., D.S.O. ; 27th April, 1941.

B. C. T. Paget, C.B., D.S.O., M.C. ; 5th June, 1941.

H. C. B. Wemyss, C.B., D.S.O., M.C. ; 10th June, 1941.

H. E. Franklyn, C.B., D.S.O., M.C. ; 19th July, 1941.

B. L. Montgomery, C.B., D.S.O. ; 22nd July, 1941.

The undermentioned Major-General to be acting Lieut.-General :—

N. M. de la P. Beresford-Peirse, K.B.E., D.S.O. ; 14th April, 1941.

To be honorary Lieut.-General :—

Major-General His Highness Maharaja Sir Hari Singh Indar Mahinder Bahadar Sipar-i-Saltenat, G.C.S.I., G.C.I.E., K.C.V.O., A.D.C., Maharaja of Jammu and Kashmir ; 4th July, 1941.

Major-Generals—

The undermentioned Colonels to be Major-Generals :—

(Acting Major-General) N. M. S. Irwin, C.B., D.S.O., M.C. ; 30th March, 1941, with seniority 22nd November, 1940.

(Temporary Major-General) J. G. W. Clark, M.C. ; 1st April, 1941, with seniority 25th November, 1940.

(Acting Major-General) R. L. Bond, C.B.E., D.S.O., M.C. ; 15th April, 1941, with seniority 27th November, 1940.

(Temporary Brigadier) C. O. Harvey, C.V.O., C.B.E., M.C., Indian Army ; 12th March, 1941, with seniority 22nd April, 1940.

(Temporary Brigadier) A. E. Barstow, M.C., Indian Army ; 1st April, 1941, with seniority 23rd April, 1940.

(Acting Major-General) R. B. Deedes, O.B.E., M.C., Indian Army ; 6th April, 1941, with seniority 16th May, 1940.

(Acting Major-General) J. A. H. Gammell, C.B., D.S.O., M.C. ; 7th May, 1941, with seniority 30th November, 1940.

(Acting Major-General) J. F. Evetts, C.B., C.B.E., M.C. ; 30th May, 1941, with seniority 1st December, 1940.

(Acting Major-General) J. G. des R. Swayne, C.B.E. ; 31st May, 1941, with seniority 3rd December, 1940.

(Acting Major-General) A. G. O. M. Mayne, D.S.O., Indian Army ; 10th May, 1941, with seniority 22nd April, 1940.

(Acting Major-General) C. W. M. Norie, D.S.O., M.C. ; 1st June, 1941, with seniority 4th December, 1940.

(Acting Major-General) H. M. Gale, C.B.E., M.C. ; 5th June, 1941.

(Temporary Brigadier) J. F. H. Nugent, D.S.O., A.D.C., Indian Army ; 15th May, 1941, with seniority 23rd April, 1940.

(Acting Major-General) L. E. Dennys, M.C., Indian Army ; 1st June, 1941, with seniority 16th May, 1940.

The undermentioned Colonels (acting Major-Generals) to be temporary Major-Generals :—

Hon. T. P. P. Butler, D.S.O. ; 18th May, 1941.

C. A. E. Cadell, M.C. ; 28th May, 1941.

S. C. M. Archibald, M.C. ; 5th June, 1941.

B. O. Hutchison, C.B., C.B.E. ; 8th June, 1941.

C. J. S. King, C.B.E. ; 9th June, 1941.

N. G. Holmes, C.B.E., M.C. ; 19th June, 1941.

J. S. Crawford, C.B.E., M.I.Mech.E. ; 1st July, 1941.

H. W. Goldney, O.B.E., M.C. ; 1st July, 1941.

C. W. Allfrey, D.S.O., M.C. ; 19th July, 1941.

H. P. M. Berney-Ficklin, M.C. ; 19th July, 1941.

The undermentioned Colonels (temporary Brigadiers) to be acting Major-Generals :—

Hon. M. A. Wingfield, C.M.G., D.S.O., retired pay, Director of Quartering, War Office ; 14th May, 1941.

D. J. McMullen, C.B.E., D.S.O., M.I.Mech.E., Director of Transportation, War Office ; 15th May, 1941.

THE ARMY IN INDIA.—The India Office has announced the following appointments and promotions :—

To be Chief of the General Staff, India.—Lieut.-General T. J. Hutton, C.B., M.C., British Service ; 10th May, 1941.

To be Adjutant-General in India.—Lieut.-General A. B. Haig, C.B., M.C., Indian Army ; 15th May, 1941.

To be Quartermaster-General in India.—Major-General C. D. Noyes, C.B., C.I.E., M.C., Indian Army ; 15th May, 1941.

To be Divisional Commanders, with acting rank of Major-General :—

Colonel (temporary Brigadier) H. H. Rich, Indian Army ; 22nd March, 1941.

Colonel (temporary Brigadier) J. N. Thomson, D.S.O., M.C., British Service ; 22nd April, 1941.

Colonel (temporary Brigadier) W. J. Slim, M.C., Indian Army ; 1st June, 1941

To be District Commanders :—

Colonel (temporary Brigadier) C. M. Maltby, M.C., Indian Army, with acting rank of Major-General ; 28th April, 1941.

Major-General R. D. Inskip, C.B., C.I.E., D.S.O., Indian Army ; 15th May, 1941.

Major-Generals—

The undermentioned Colonels to be Major-Generals :—

H. Stott, O.B.E., Indian Medical Service ; 23rd February, 1941.

A. A. C. McNeill, K.H.S., Indian Medical Service ; 27th March, 1941.

The undermentioned Colonels (temporary Brigadiers) to be acting Major-Generals :—

L. E. Dennys, M.C., Indian Army ; 4th January, 1941.

C. R. C. Lane, M.C., Indian Army ; 15th January, 1941.

G. A. P. Scoones, D.S.O., O.B.E., M.C. ; 17th April, 1941.

THE ARMY IN PARLIAMENT

INTENDANT-GENERAL.—Speaking in the House of Commons on 9th July, the Prime Minister stated :—

" We set up some two months ago a new officer in the Middle East, General Sir Robert Haining, for whom I have revived the somewhat rare title of Intendant-General. His business is to serve the Commander-in-Chief with the largest possible measure of supplies in accordance with the wishes of the Commander-in-Chief and the needs of the Army, and also in accordance with the practical business of handling the great mass of supplies arriving from this country and the United States, and the Minister of State will have the benefit of the advice of Sir Robert Haining in anything which may touch this part of his duty. I would say that the kind of relations which I hope to see between the Minister of State and the Intendant-General on the one hand and the Commander-in-Chief of the Army on the other are very largely the sort of relations which prevail in the matter of supplies between the War Office and the Ministry of Supply in this country and General Sir Alan Brooke, commanding the Army in the United Kingdom."

GENERAL

THE PIONEER CORPS AND THE NON-COMBATANT CORPS.—On 5th May the War Office issued the following statement :—

Doubt appears to exist in the minds of the public as to the relative status of the Pioneer Corps and the Non-Combatant Corps (Conscientious Objectors).

The Pioneer Corps was originally formed from 15,000 reservists and old soldiers who had volunteered for further service, although they had passed the age for recall into cavalry and first-line regiments. Fine work was done in France by these men, who on many occasions found themselves back in the front line and engaged with the enemy. As demands for labour increased, the Pioneer Corps was quickly expanded and most of the less fit of the Army intake were drafted in.

On the formation of the Non-Combatant Corps—a conscientious objectors' corps—it was decided that as the only use that could be made of these men, who are unarmed, should be for labour, they would be attached to Pioneer Corps for administration purposes only, while specially selected officers and non-commissioned officers from the Pioneer Corps should be put in command of these companies. A Pioneer Corps man has to fight and has fought in this war, whereas an N.C.C. man, in order to become combatant and a member of the Pioneer Corps, has to make special application to relinquish his N.C.C. status. He may then be accepted as a soldier in the Pioneer Corps or any other unit he may apply for.

N.C.C. personnel are thus an entirely separate unit, do not wear the Pioneer Corps badges, and, although used for many of the jobs allotted to the Pioneers, are attached to that corps only for their general organization and training.

DUNKIRK MEMORIAL.—On 22nd May, in the parish church of Little Missenden, Bucks, the Bishop of Oxford dedicated a pair of churchyard gates and tower doors to commemorate the deliverance of the British Expeditionary Force from Dunkirk. This is believed to be the first Dunkirk memorial in this country.

ARMY CATERING CORPS.—The creation of an Army Catering Corps, officered by experts in cooking drawn as far as possible from civilian catering establishments, was announced on 12th May.

REGIMENTS IN NEAR EAST OPERATIONS.—On 14th June the War Office announced that, in addition to Dominion forces, units of the following corps and regiments from the United Kingdom, India and the Colonies took part in the recent operations in Greece, Crete and East Africa :—

Greece ... Royal Armoured Corps (Hussars and Royal Tank Regiment).

Royal Horse Artillery.

Royal Artillery.

Royal Engineers.

The Rangers (K.R.R.C.).

The Cypriot and Palestinian units.

Crete ... Royal Artillery.

Royal Engineers.

The Leicestershire Regiment.

The Welch Regiment.

The Black Watch.

The York and Lancaster Regiment.

The Argyll and Sutherland Highlanders.

The Rangers (K.R.R.C.).

East Africa ... Royal Armoured Corps (Royal Tank Regiment).

Royal Artillery.

Royal Engineers.

Royal Corps of Signals.

The Royal Fusiliers.

The West Yorkshire Regiment.

The Worcestershire Regiment.

The Royal Sussex Regiment.

The Highland Light Infantry.

The Queen's Own Cameron Highlanders.

Indian Cavalry.

The Punjab Regiment.

The Sikh Regiment.

The Frontier Force Regiment.

The Frontier Force Rifles.

The Rajputana Rifles.

The Royal Garhwal Rifles.

The Mahratta Light Infantry.

The Baluch Regiment.

The Sudan Defence Force.

The King's African Rifles.

The Gold Coast Regiment.

The Nigeria Regiment.

TANKS.—Details have been released by the Ministry of Supply of a new British tank, officially designated as the Mark III, but now to be known as Valentine. It is a 16-ton heavy infantry tank. In the main turret besides a Besa gun is a two-pounder capable of piercing any tank as yet met in any German armoured formation. Valentine tanks carry a crew of three, are very manoeuvrable, and have a road speed of more than 15 miles an hour. War Office experts and tank officers who have tested this new armoured fighting vehicle claim that Valentines will cruise across open country like cars on a good road; for the weight of guns and armour carried they are faster than was at first expected; and that they are powerful enough to destroy any machine they are likely to encounter.

"Churchill" is the name chosen for a new type of heavy infantry tank now being mass produced in British factories. The Churchills are stated to be probably the most formidable fighting instruments possessed by any army in the world. They are heavily armoured, giving the maximum of protection to their crews, but in spite of their weight they are able to move over any kind of ground at a startling speed. Terrific gun power is concentrated in a minimum of space. If for any reason the Churchills were brought to a standstill, the thickness of their armour would enable them to be used as small fortresses or strong points.

The Ministry of Supply has stated that, while greater and greater production of British tanks is urgently necessary, America is also preparing to add to the strength of the British armoured forces. Two of the most useful American types are the M.3, light cruiser tank, and a 28-ton monster, known as the M.3 Medium. The light cruiser tank, M.3, has already been on the battle front in Egypt.

INVENTIONS.—Since the war began, in September, 1939, over 50,000 inventions have been submitted to the Ministry of Supply. Each month there have been more than 1,000, and in most months the total has been higher than for the whole of any year in the pre-war period when inventions were sent direct to the War Office.

Inventive talent has been stimulated not only by the war but, during the war, by its respective crises. The collapse of France, for example, increased the monthly number of inventions submitted from an average of 1,500 to a new record of nearly 7,000. The Battle of Britain caused a later peak period of 3,700, and throughout the winter months of 1940-41, with their night air raids over this country, the average monthly figure was about 2,750, falling again to 1,500 as spring changed to summer.

It is found that about one in every 400 of the inventions is useful and worth developing. About 4 per cent. of the total number of suggestions come from members of the Forces and are forwarded through Service channels.

WELFARE.—The Department of the Director-General of Welfare and Education has issued a 40-page booklet entitled "The Soldier's Welfare." The notes are based on general principles of welfare set out in detail, and officers are warned that if they feel a little discouraged by the number of things they are expected to do they must remember that "the busiest man can always find time" and get on with the job. The reward will be not only happy and efficient men, but a loyalty and devotion from them out of all proportion to the services rendered.

LORD GORT'S DESPATCHES.—On 24th June the Secretary of State for War announced that, since his statement on 6th May that Lord Gort's despatches would be published in the middle of June, he had given very anxious and careful consideration to the date on which publication should take place. He had now come to the conclusion that the present was not an opportune moment, and as a consequence publication would be postponed for the time being.

ARMY NURSES.—Members of the Military Nursing Services, Queen Alexandra's Imperial Military Nursing Service, and Territorial Army Nursing Service have since their formation had officers' status; and since 1926 relative military rank was officially recognized for them as follows:—Matron-in-chief, colonel; principal matron, lieutenant-colonel; matron, major; sister, lieutenant.

Since the entry of so many women to the Services it has been felt that the rank markings of the nursing services should come into line with other women officers. All members of Queen Alexandra's Imperial Military Nursing Service and Territorial Army Nursing Service and reserves are therefore offered emergency commissions in these two Services, to be gazetted as Sisters, equivalent rank as above and with immediate acting or temporary rank held by each member at present. They will wear rank badges.

Members will be allowed to serve on after marriage. Relegation to the unemployed list will be possible on compassionate grounds.

HOME GUARD.—At the end of July the Director-General of the Home Guard stated that it was not intended to form mobile detachments to go all over the country; such detachments on bicycles or in cars should be organized and trained for the rapid location and hunting of parachute or glider troops landing in their own area. Training must be based on the operational role of the units, which varied considerably; but their defence could not be completely static.

CADET UNITS OF THE HOME GUARD.—At the end of May the War Office announced arrangements for the affiliation of cadet units to the Home Guard.

Every cadet unit recognized by the British National Cadet Association will be eligible for affiliation to a unit of the Home Guard in the area in which the cadet

unit is situated, so that reciprocal use may be made of facilities for training. The agreement of the Home Guard unit commander, and confirmation by the War Office, will be required. Applications, for sentimental reasons, for affiliation to Home Guard units at a distance will not be entertained.

A.T.S. CHANGES.—Alterations in rank and more favourable pay conditions for the A.T.S., with effect from April 24th, have been announced by the War Office.

Ranks are altered to correspond with those of the Army. A volunteer becomes a private, a sub-leader a corporal, etc., and there are three new appointments—warrant officer class I, staff sergeant, and lance-sergeant. Members in future will be referred to as auxiliaries.

Officers will hold commissions and will wear Army badges of rank. The titles are:—Second subaltern, subaltern, junior commander, senior commander, chief commander (corresponding Army rank, lieutenant-colonel). The three higher titles are unchanged.

DIRECTOR OF THE A.T.S.—Controller Mrs. J. Knox has been appointed to be Director of the Auxiliary Territorial Service, with effect from 15th July, in succession to Chief Controller Dame Helen Gwynne-Vaughan, G.B.E., who relinquishes her commission under the new age rules.

On appointment, Controller Knox is promoted to the acting rank of Chief Controller. Other senior officers of the A.T.S. will be affected by the same rules.

The statement regarding new age rules says that now that commissions have been granted to officers of the A.T.S., it has been decided to apply to them the provisions of Article 556 of the Pay Warrant, the ages of retirement being as follows:—

Junior officers	...	...	...	...	47 years.
Senior commanders	...	...	...	...	47 "
Chief commanders	...	...	...	...	50 "
Controllers	...	...	...	...	55 "
Chief controllers	...	...	...	...	57 "

CADET FORCE.—In a written Parliamentary reply, on 10th July, Mr. Law (Financial Secretary to the War Office) said the position of the cadet force had been carefully reviewed in the light of war conditions and it had been decided to make certain changes in the present organization of the force and the arrangements for financial assistance.

While enrolment in the force will still be open to boys aged 12 upwards, grants will be paid in future only in respect of cadets aged 14, 15, and 16, and will be conditional, as at present, on the performance of a certain amount of military training. The present capitation grant of 5s. a year will be increased to 8s. 6d., including in each case 1s. for the Cadet Committee, provided that the total sum admissible does not exceed £15,000 a year.

In addition to the £750 a year at present allotted to the British National Cadet Association for administrative expenses, a further grant of £4,250 will be made to be spent by the association for the benefit of the cadet force. It is understood that this grant is to be used partly this year to raise the 8s. 6d. grant to 11s. a head for school cadets and 13s. a head for other cadets. A grant of 10s. will continue to be made in respect of each cadet who passes the practical test known as Certificate A (War).

CIVILIAN CASUALTIES.—Figures of British civilian air raid casualties since the compilation of monthly statistics are as follows :—

	<i>Killed</i>	<i>Injured and detained in hospital</i>	<i>Total serious casualties</i>
September, 1940	6,954	10,615	17,569
October, 1940	6,334	8,695	15,029
November, 1940	4,588	6,202	10,790
December, 1940	3,793	5,044	8,837
January, 1941	1,502	2,012	3,514
February, 1941	789	1,068	1,857
March, 1941	4,259	4,794	9,053
April, 1941	6,065	6,926	12,991
May, 1941	5,394	5,181	10,575
June, 1941	399	461	860

In addition, at least 100 persons (men, women and children) are missing and believed killed.

CANADA

TANKS.—It was announced in Ottawa on 16th May that the first of 300 heavy tanks which are being built in the shops of the Canadian Pacific Railways at Montreal was expected to come off the assembly lines within a week, and that the programme for production of light tanks was making good progress.

PRESENTATION OF COLOURS.—On 1st July the King presented Colours at a depot in southern England to two regiments—the Carleton and York Regiment and the Edmonton Regiment. This was the first time that a British Sovereign had presented Colours to Canadian regiments in Britain. The King said :—

“ To-day is Dominion Day, and I am very glad to be spending it among my Canadian troops. Many of you, maybe, have never before been out of Canada on your national day. You will all, I know, be thinking of those near and dear to you whom you have left at home. With all my heart I hope that it may not be long before you are with them again. Meanwhile, remember that wherever you may be called on to meet and beat the enemy, you will be defending your own homes as surely as if you were fighting on the very soil of New Brunswick or Alberta.

“ Your two regiments perpetuate no less than seven battalions of the Canadian Expeditionary Force which a quarter of a century ago went out to win immortal fame under the inspired leadership of Lord Byng and Sir Arthur Currie. The tradition then established, the high honour which was then won, are also perpetuated in the Colours that I now present to you. I am very proud to do so, for I know that you will ever hold them safe and will sustain the great ideals of which they are the outward symbol. I wish you one and all the best of good luck.”

LIAISON WITH BRITAIN.—Brigadier Kenneth Stuart, Vice-Chief of Canada's General Staff, arrived in Britain by trans-Atlantic bomber early in July to confer with Canadian military leaders in England. His visit is in line with the policy of the Canadian Army to maintain a close link between the forces on both sides of the Atlantic.

CANADIAN REINFORCEMENTS REACH BRITAIN.—During July large Canadian reinforcements arrived in England. They included the Third Canadian Division,

the first Canadian Army Tank Brigade, lumber-jacks of the Canadian Forestry Corps, nurses, Army doctors and drafts of all arms. The Tank Brigade, which was trained at home in old American tanks, is quite an independent formation from the Canadian Armoured Division which, as has been announced, will be ready before the end of the year. The Tank Brigade has been equipped with British infantry tanks of recent design. Large supplies of ammunition and other war material from Canada and the U.S.A. have also reached Britain recently.

AUSTRALIA

HOME DEFENCES.—It was announced on 9th May that the Australian War Cabinet had decided to create the new post of G.O.C., Home Defences, relieving the Chief of the General Staff of the control of these defences and thus enabling him to concentrate on the enlistment, training and equipment of overseas forces.

ANZAC UNIT.—Under a proclamation gazetted on 29th May by Lord Gowrie, the Governor-General of Australia, Australian and New Zealand forces acting together or in combination overseas were merged into one Anzac unit.

CASUALTIES IN GREECE AND CRETE.—It was announced in Canberra on 19th June that, of 17,236 members of the Australian Imperial Force who embarked for Greece and Crete, 5,951 did not return. Of this number 2,275 were lost in Greece and 3,676 in Crete.

VOLUNTEER DEFENCE CORPS.—It was announced on 24th June that the Volunteer Defence Corps would be reconstituted as part of the Citizen Forces to make provision for defence in depth and to engage in guerilla warfare against the enemy wherever necessary; the force will comprise 50,000 men between 18 and 60 years of age.

APPOINTMENTS.—It was announced on 1st August that Brigadier S. F. Rowell was returning from the Middle East to Australia to take over the post of Deputy Chief of the Commonwealth General Staff. He is to succeed Major-General J. Northcott, who will assume command of the 1st Armoured Division of the A.I.F. on 1st September.

NEW ZEALAND

APPOINTMENTS.—It was announced in Wellington on 20th May that the British Government were lending the services of General Sir Guy Williams to advise New Zealand on military organization and training. It was also stated that Major-General Sir John Duigan, Chief of the General Staff, New Zealand Military Forces, was retiring shortly on account of ill-health.

On 1st August it was made known that Brigadier Edward Puttick was being transferred from the Middle East to become Chief of the New Zealand General Staff in succession to Major-General Duigan. The New Zealand Minister of Defence had stated that Brigadier Puttick's experience in Greece and Crete would be of the utmost value in bringing military training in New Zealand into line with overseas needs and the latest practice.

SOUTH AFRICA

FIELD-MARSHAL SMUTS.—The following telegram was sent by the King on 24th May to General Smuts, who was 71 that day :—

"It gives me particular pleasure on this your birthday to appoint you a Field-Marshal in the British Army. Your promotion to the highest military rank

will be warmly welcomed in this country, not only for your own great and devoted services, but as the leader of a people whose fighting men have been playing a most brilliant part in the victorious campaign in East Africa. I send you my heartiest congratulations and best wishes.

GEORGE R.I."

Field-Marshal Smuts is the first man born in a Dominion oversea to reach the highest rank in the British Army. He is also the only British Field-Marshal in history whose first military experience was gained in a war against Great Britain.

INDIA

C-IN-C., INDIA.—General Sir Archibald Wavell, G.C.B., C.M.G., M.C., assumed command as Commander-in-Chief, India, as from 11th July, 1941.

DEFENCE POLICY.—Speaking to Press representatives on 17th July, General Wavell said that he intended to fulfil the vigorous and enlightened policy inaugurated by his predecessor. The new Commander-in-Chief announced the appointment of an Indian as additional Defence Secretary and the formation of a Defence Committee consisting of 10 members of the Central Legislatures.

VICTORIA CROSS.—An announcement of the award of the Victoria Cross to 2nd Lieutenant Premindra Singh Bhagat, Corps of Indian Engineers, has been made elsewhere in these Notes. Fuller details of this officer's conspicuous gallantry are as follows :—

During the pursuit of the enemy following the capture of Metemma on the night of January 31st–February 1st, 2nd Lieutenant Bhagat was in command of a section of a Field Company, Sappers and Miners, detailed to accompany the leading mobile troops (Bren carriers) to clear the road and adjacent area of mines. For a period of four days and over a distance of 55 miles this officer, in the leading carrier, led the column. He detected and supervised the clearing of 15 minefields. Speed being essential, he worked at high pressure from dawn to dusk each day. On two occasions when his carrier was blown up with casualties to others, and on a third occasion when ambushed and under close enemy fire, he himself carried straight on with his task. He refused relief when worn out with strain and fatigue and with one eardrum punctured by an explosion, on the grounds that he was now better qualified to continue his task to the end.

His coolness, persistence over a period of 96 hours, and gallantry, not only in battle, but throughout the long period when the safety of the column and the speed at which it could advance were dependent on his personal efforts, were of the highest order.

NEW INDIAN REGIMENTS.—Reporting from Simla on 13th June, the *Times* Correspondent stated that under a scheme of reorganization involving units of the Indian Territorial Force, five new regiments were being added to the Indian Army. The King-Emperor had already approved the constitution of the Bengal Regiment, the Assam Regiment, and the Bihar Regiment. The two others which were being created would be the Mazbhi Sikh Regiment and the Mahar Regiment. His Majesty had also approved the reconstitution of the Madras Regiment.

The scheme comprises not only direct recruitment in the provinces concerned, but also envisages the conversion on a voluntary basis of Territorial Force battalions into Regular units.

INDIAN TROOPS IN ABYSSINIA.—In the House of Commons on 20th May the Prime Minister paid high tribute to the conduct of British-Indian troops in the

Abyssinian campaign. After referring to the distinguished services of South African troops, Mr. Churchill went on to say :—

" But also two British-Indian divisions have gained laurels in the fighting at Kassala and all the way from Kassala to Keren up to the final event. These Indian divisions consist of six Indian and three British battalions. I am assured that the greatest admiration is felt at the extraordinary military qualities displayed by the Indian troops and that their dash, their ardour, and their faithful endurance of all the hardships have won them the regard of their British comrades, and sometimes we have even seen cases where not a single British officer remained and the battalion conducted itself in the most effective manner. Altogether this campaign is one which reflects very high honour upon the soldiers of India of all castes and creeds who were engaged. I feel that I could not refer to that matter without bringing it in a direct and emphasized manner to the attention of the House."

ALLIED FORCES

POLAND

General Sikorski, Polish Prime Minister, returned to London on 19th May, after his visit to the United States and Canada. In an interview he said :—

" As the result of my endeavours the Armed Forces of Poland in Great Britain on land, sea, and in the air will be enlarged this year by the influx of fresh volunteers from across the ocean within limits mutually agreed upon. The first Polish military training centre will be established in Canada, and its prospects are excellent. Next year the Second Polish Army Corps will come into being.

" During my visit in America a consolidation of the Polish patriotic forces took place, which the local experts define as truly revolutionary. The Poles in America have declared their unanimous will to undertake every effort and to make every sacrifice for the Polish cause, the liberty of the world, and the Allied victory."

BELGIUM

A detachment of Belgian troops arrived in England early in July. They were trained in Canada and have joined the Belgian forces in this country.

RUSSIA

A Russian Services Mission arrived in London on 8th July. It was led by Lieut.-General Golikov, Deputy Chief of the General Staff. Under him were Rear-Admiral Kharlamov, Deputy Chief of the Naval General Staff and several military officers.

FOREIGN

UNITED STATES

AMERICAN MARINES IN LONDON.—A detachment of two officers and 49 men of the United States Marine Corps, under the command of Captain J. B. Hill, arrived in London on 2nd July. They are to be housed in the American Embassy annex. As announced in Washington the marines will facilitate communications between the U.S. Government offices in London, undertake fire-watching at the Embassy and carry out other duties of a similar nature.

On their arrival the marines received a message of greeting and welcome from the Royal Welch Fusiliers which was much appreciated.

AIR NOTES

ROYAL AIR FORCE

H.M. THE KING

On 7th May the King visited several night fighter stations in the West Country. He was received by Air Marshal Sholto Douglas, Air Officer Commanding-in-Chief, Fighter Command, and Air Vice-Marshal Sir Quintin Brand, had supper with members of the squadrons in the officers' mess, and later went on to the airfield to talk with N.C.O. pilots and air gunners. He inspected a Beaufighter aircraft and a Havoc—the fighter version of the U.S.A.-built Boston.

During a visit to an Army and Home Guard exercise, on 25th May, he saw for the first time parachute troops in action. After the exercise he talked with the paratroops and with the R.A.F. personnel.

On 27th June, the King and Queen visited an aeroplane factory and a training establishment in the Home Counties.

On 11th July, the King visited a station of the R.A.F. Fighter Command.

APPOINTMENTS

Air Vice-Marshal F. J. Linnell, C.B., O.B.E., an Assistant Chief of the Air Staff, is granted the acting rank of Air Marshal on appointment to the Ministry of Aircraft Production, and is appointed an Additional Member of the Air Council, to date 5th June, 1941.

Air Chief Marshal Sir Arthur M. Longmore, G.C.B., D.S.O., is appointed Inspector-General of the Royal Air Force, with effect from 1st July, 1941, to succeed Air Marshal Sir William G. S. Mitchell, K.C.B., C.B.E., D.S.O., M.C., A.F.C., on completion of his tour of duty in that appointment.

Air Vice-Marshal (Acting Air Marshal) A. W. Tedder, C.B., is appointed Air Officer Commanding-in-Chief, Royal Air Force, Middle East, and promoted Temporary Air Marshal, with effect from 1st June, 1941.

Air Vice-Marshal A. T. Harris, C.B., O.B.E., A.F.C., is seconded for special duty, and granted the acting rank of Air Marshal, with effect from 1st June, 1941.

Air Vice-Marshal N. H. Bottomley, C.B., C.I.E., D.S.O., A.F.C., is appointed Deputy Chief of the Air Staff, with effect from 1st June, 1941.

Air Vice-Marshal R. M. Drummond, D.S.O., O.B.E., M.C., is appointed Deputy Air Officer Commanding-in-Chief, Royal Air Force, Middle East, and granted the acting rank of Air Marshal, with effect from 1st June, 1941.

Air Chief Marshal Sir Frederick W. Bowhill, K.C.B., C.M.G., D.S.O., is appointed to command the organization which will take delivery from the recently formed Flight Ferry Command of the United States Army Air Corps and fly to the United Kingdom the aircraft produced in American factories for the R.A.F.

Air Marshal Sir Philip B. Joubert de la Ferté, K.C.B., C.M.G., D.S.O., is appointed Air Officer Commanding-in-Chief, Coastal Command, in succession to Air Chief Marshal Sir Frederick Bowhill, with effect from 14th June, 1941.

Air Marshal William L. Welsh, K.C.B., D.S.C., A.F.C., Air Officer Commanding-in-Chief, Technical Training Command, has been appointed Air Officer Commanding-in-Chief, Flying Training Command, vice Air Marshal L. A. Pattinson, C.B., D.S.O., M.C., A.F.C., with effect from 7th July.

Air Vice-Marshal John T. Babington, C.B., C.B.E., D.S.O., Air Officer Commanding, Far East Command, has been appointed to succeed Air Marshal Welsh as Air Officer Commanding-in-Chief, Technical Training Command, with effect from 7th July, and is granted the acting rank of Air Marshal.

Air Vice-Marshal Conway W. H. Pulford, C.B., O.B.E., A.F.C., has been appointed Air Officer Commanding, Far East, vice Air Vice-Marshal Babington, and has taken up his duties at Singapore.

Air Vice-Marshal Alfred C. Collier, C.B.E., was appointed a Member of the British Mission which was appointed in June for service with the Russian Government. He was formerly Air Attaché at Moscow.

Sir Henry Tizard, K.C.B., A.F.C., F.R.S., has been appointed an additional Member of the Air Council. In this capacity, and as a Member of the Aircraft Supply Council, he will have special responsibility for studying and advising on scientific and technical policy.

Air Vice-Marshal F. J. Linnell, C.B., O.B.E., has been appointed a Member of the Aircraft Supply Council in executive charge of research and development.

The responsibilities of Sir Frank Smith, G.B.E., K.C.B., F.R.S., as the executive head of the Department of the Ministry of Aircraft Production which deals with telecommunications equipment, are unaffected by these appointments.

Mr. A. H. Hall, C.B., C.B.E., retired on 4th July from the post of Chief Superintendent, Royal Aircraft Establishment, Farnborough, of which he had been in charge since 1928.

Mr. W. S. Farren, M.B.E., until recently Director of Technical Development, Ministry of Aircraft Production, has been appointed Director of the Farnborough Establishment in succession to Mr. Hall.

PROMOTIONS

The following have been announced in addition to those mentioned in the list of Appointments:—

Air Marshal Sir Philip B. Joubert de la Ferté, K.C.B., C.M.G., D.S.O., is promoted to the rank of Air Chief Marshal (temporary), 1st July, 1941.

Air Vice-Marshal (acting Air Marshal) William L. Welsh, C.B., D.S.C., A.F.C., is promoted to the rank of Air Marshal (temporary), 1st July, 1941.

Air Vice-Marshal Richard H. Peck, C.B., O.B.E., is promoted to the acting rank of Air Marshal, 1st July, 1941.

Air Commodore Hugh P. Lloyd, M.C., D.F.C., is promoted to the acting rank of Air Vice-Marshal, 1st June, 1941.

Air Commodore Ralph S. Sorley, O.B.E., D.S.C., D.F.C., is promoted to the acting rank of Air Vice-Marshal, 5th June, 1941.

Air Commodore Horace E. P. Wigglesworth, D.S.C., is promoted to the acting rank of Air Vice-Marshal, 1st June, 1941.

Group Captain (acting Air Commodore) Alfred C. Collier, C.B.E., is promoted to the acting rank of Air Vice-Marshal, 25th June, 1941.

The following promotions are made with effect from 1st June, 1941 :—

General Duties Branch—

Air Commodores (acting Air Vice-Marshals) to be Air Vice-Marshals (temporary):
—J. H. D'Albiac, D.S.O. ; A. Coningham, D.S.O., M.C., D.F.C., A.F.C.

Air Commodores (temporary) (acting Air Vice-Marshals) to be Air Vice-Marshals (temporary):—F. H. M. Maynard, A.F.C. ; C. E. H. Medhurst, O.B.E., M.C.

Group Captains to be Air Commodores (temporary):—C. H. K. Edmonds, D.S.O., O.B.E. ; E. A. B. Rice, C.B.E., M.C. ; C. E. W. Lockyer ; K. M. St. C. G. Leask, M.C.

Group Captains (temporary) to be Air Commodores (temporary):—H. B. Russell, D.F.C., A.F.C. ; R. S. Sorley, O.B.E., D.S.C., D.F.C. ; H. G. Crowe, M.C. ; H. P. Lloyd, M.C., D.F.C. (acting Air Vice-Marshal) ; E. D. Davis, O.B.E.

Several Wing Commanders were promoted to Group Captain (temporary) among other promotions announced with effect from 1st June, 1941.

Technical Branch—

Air Commodore to be Air Vice-Marshal (temporary):—A. S. Morris, O.B.E.

Equipment Branch—

Air Commodores (acting Air Vice-Marshals) to be Air Vice-Marshals (temporary):
—G. Laing, C.B.E. ; E. W. Havers.

Group Captain to be Air Commodore (temporary):—H. L. Crichton, M.B.E.

Medical Branch—

Group Captain to be Air Commodore (temporary):—H. A. Hewat.

RETIREMENT

Group Captain R. T. Leather, A.F.C., is placed on the Retired List at his own request, 26th May, 1941.

HONOURS AND AWARDS

The following were included in the Birthday Honours List for Members of the Services, announced on 1st July, 1941 :—

K.C.B.—Air Marshal William Sholto Douglas, C.B., M.C., D.F.C. ; Air Marshal William Lawrie Welsh, C.B., D.S.C., A.F.C.

C.B.—Acting Air Marshal R. M. Hill, M.C., A.F.C. ; Air Vice-Marshal D. G. Donald, D.F.C., A.F.C. ; Air Vice-Marshal G. Laing, C.B.E. ; and Air Vice-Marshal C. W. H. Pulford, O.B.E., A.F.C.

G.B.E.—Air Chief Marshal Sir Frederick William Bowhill, K.C.B., C.M.G., D.S.O.

K.B.E.—Air Marshal Harold Edward Whittingham, C.B.E., M.B., F.R.C.P. (Lon.), etc.

C.B.E.—Acting Air Marshal J. S. T. Bradley, O.B.E. ; Air Vice-Marshal E. W. Havers ; Air Commodore C. W. Meredith, A.F.C., R.A.F.V.R. ; Air Commodore H. W. L. Saunders, M.C., D.F.C., M.M. (attached R.N.Z.A.F.).

The following were announced in the *London Gazette* on 30th May :—

C.B.—Air Commodore L. H. Slatter, O.B.E., D.S.C., A.F.C., in recognition of the recent successful operations in East Africa ; Air Vice-Marshal F. H. M. Maynard, A.F.C., in recognition of distinguished services as Air Officer Commanding, R.A.F., Mediterranean.

A large number of awards in recognition of gallantry displayed in flying operations against the enemy were announced at various dates.

MATERIAL

GROWING STRENGTH.—In a speech in London on 19th July, Sir Archibald Sinclair said that the strength of the Royal Air Force is growing steadily, and as the nights become longer British bombers will strike ever more deeply and more heavily into the vitals of Germany. Our Blenheims have carried out with increasing intensity their attacks on enemy shipping. Apart from the raid on Rotterdam (in daylight on 16th July, when seventeen vessels of about 100,000 tons were put out of action), they had sunk in the past four months no less than 300,000 tons and damaged as much again. Our fighter squadrons, fighting at their extreme range over enemy territory, had destroyed on an average more than twice the number of aircraft that they themselves had lost.

U.S.A. AIRCRAFT.—In June Air Chief Marshal Sir Charles Portal, Chief of the Air Staff, made a technical examination of some of the American aircraft recently delivered to the R.A.F. He was accompanied by Major-General J. E. Chaney, Chief of the United States Army Special Observer Group in this country. He inspected the Douglas D.B.7, which, when converted for night fighting, is known as the Havoc ; the big four-engined Boeing B.17 C. bomber, known as the Flying Fortress ; and the Curtiss Tomahawk single seat fighter, now doing good service with the R.A.F. in Britain and the Middle East.

PERSONNEL

UNIVERSITY COURSES.—Nominations for the second batch of 600 suitable candidates for six-month courses at Universities in the United Kingdom were called for by 20th July. Candidates were required to be between the ages of 17 years and 18 years 8 months on 1st September, 1941. In this branch of the Air Ministry's pre-entry training scheme, young men who are accepted for service as Pilots or Observers and are regarded as potential candidates for Commissioned rank, are given a University course at the expense of the R.A.F. While at the University, of which they become full members during their stay, they join the University Air Squadron and take a course of ground instruction in Service subjects similar to that given at the Initial Training Wings of the R.A.F.

AIR CREW RANKS.—Wartime promotions to the ranks of Warrant Officer and Flight Sergeant are to be given to large numbers of airmen Pilots and Observers. In the past, most N.C.O. Pilots and Observers have been Sergeants. Air crews to be promoted under the new scheme will be required to have served on air crew duty in the next lower rank for at least six months. Higher ranks are also to be open to the signals and gunnery members of air crews. These are Wireless Operator (Air Gunner), Radio Operator (Air), and Air Gunner. To all these categories the rank of Flight Sergeant will now be open.

METEOROLOGICAL BADGE.—Officers and men of the Meteorological Branch of the Royal Australian Air Force are to wear a special badge consisting of a metal

circle pierced by an arrow with the letters "M.S." in the circle, surmounted by a crown. This is in keeping with the R.A.A.F. practice of badges for various branches. Royal Air Force practice is not identical, and there is no meteorological badge in the R.A.F.

HIGH FLYING SUITS.—As ordinary uniform is too tight when the special heat-retaining underwear of wool and rayon is worn, a special suit of new pattern has been approved for high altitude pilots and air crews, consisting of loose-fitting trousers and blouses in blue-grey serge. Although this high altitude clothing is for operational use only, and is not uniform or battle dress, it bears the usual distinguishing badges of rank, so that in the event of a forced descent over enemy territory, crews shall be accorded all the privileges of combatants.

PRE-ENTRY TRAINING.—A new scheme for speeding up the training of air crews makes use of the nation-wide organization of the Air Training Corps. Men accepted and waiting to be called up for their regular training are to be encouraged to undertake part time training with an A.T.C. unit near their homes in some of the air subjects they will have to study later at Initial Training Wings of the R.A.F. They need not become members of the A.T.C., although it is hoped that the majority will do so.

TRAINING IN U.S.A.—According to an announcement by Mr. Stimson, American Secretary of War, a plan has been adopted to train 8,000 R.A.F. pilots and navigators a year in the United States, thus providing an important addition to the existing facilities of R.A.F. stations in the United Kingdom and of the Empire Air Training Scheme in Canada, Australia and Southern Rhodesia. The first large contingent reached the United States in June and was received with great hospitality and enthusiasm. At the barrack buildings allotted to the R.A.F. trainees, United States cadets had done their utmost to see that their British opposite numbers were comfortable.

SECOND EAGLE SQUADRON.—It was announced on 21st June that a second American Squadron of the R.A.F. was being formed. Since the creation of the Eagle Squadron of Fighter Command in October, 1940, many more Americans have volunteered for flying duties and a number have arrived to complete their training after earlier tuition across the Atlantic.

AIR TRAINING CORPS

The King has approved the adoption of "Venture Adventure" as the official motto of the Air Training Corps. A Corps badge, embodying the motto, has also received Royal approval. The badge represents a falcon rising on spread wings surrounded by a circlet of scarlet, and the words "Air Training Corps" in gold. An astral crown, with alternating wings and stars, surmounts the design, and at the foot is a golden scroll bearing the Corps motto. The Corps has also its own ensign, approved by the King. This is described as "light blue, in the dexter canton the Union, and in the centre of the flag the badge of the Air Training Corps."

In the House of Commons in June, Sir Archibald Sinclair stated that over 5,000 candidates had already been accepted as officers of the Air Training Corps. Most of them had been gazetted, and the total number eventually to be reached would be about double that figure. By a recent speed-up the gazetting of new A.T.C. officers was proceeding at the rate of about 600 a week. The Corps had then a total strength of over 190,000 cadets.

A camp for 500 boys of the A.T.C. is being held until the end of September at one of the largest R.A.F. stations, a new contingent arriving each week. Routine in the camp is a judicious blend of work and recreation, and the boys gain an insight into war time training. They live under canvas, with large marquees for messing on R.A.F. lines at a cost of two shillings a head per day.

MEMORIAL TO U.S. PILOT OFFICER

Sir Archibald Sinclair, Secretary of State for Air, unveiled on 4th July a commemorative tablet in the crypt of St. Paul's Cathedral to the late Pilot Officer W. M. L. Fiske, R.A.F. Mr. J. G. Winant, the American Ambassador, members of the Eagle Squadron of the R.A.F., and Mr. C. G. Power, the Canadian Air Minister, were among those present.

Pilot Officer Fiske was the first American-born pilot of the R.A.F. to give his life in the service of Great Britain. He was serving with No. 601 Squadron when dangerously wounded on 16th August, 1940, his aircraft crashing in flames after combat. He died two days later in hospital.

WOMEN'S AUXILIARY AIR FORCE

The Duchess of Gloucester, Air Commandant, on 27th May inspected a Training Centre of the Women's Auxiliary Air Force in the West of England.

On 24th June, Her Royal Highness visited a Hostel for the W.A.A.F. in the Eastern Counties.

New trades of cine-operator, charging board operator, and photographer were opened for recruiting in May. In July it was announced that 500 women of good education (school certificate standard essential) were needed for work as meteorologists.

In addition to the new trades, a few selected W.A.A.F. personnel are being tried experimentally on jobs of a semi-technical nature connected with aircraft maintenance, with a view to releasing men for more strenuous work.

Since they were first introduced about a year earlier, 22 women doctors had joined the R.A.F. Medical Service up to the end of June for special duties with the W.A.A.F.

DOMINIONS AND COLONIES

"EMPIRE" SQUADRONS.—Fourteen more squadrons of the R.A.F. have recently been named by the Air Ministry after various parts of the Empire and British Communities beyond the sea which have contributed gifts of money to the Ministry of Aircraft Production for the purchase of aircraft.

A gift of £125,000 came from New Zealand, and a new squadron of Spitfire fighters has been christened "New Zealand Fighter Squadron." A New Zealand Bomber Squadron, composed of all New Zealand personnel, was formed some time ago.

Basutoland has given £100,000, and this gift is commemorated in a Spitfire squadron renamed the "Basutoland Fighter Squadron." This particular squadron has a fighting history going back to the last war, when its pilots operated over 500,000 square miles of territory in Mesopotamia (Iraq) and Persia (Iran).

Natal, which contributed £202,000, is commemorated in the bestowal of the name "Natal Fighter Squadron" on another new squadron of Spitfires. The badge of the squadron is a black wildebeeste in full gallop, with a Zulu motto, "Pambili Bo," which may be freely translated as "Onward."

A squadron of American-built Tomahawks has received the new name "Sudan Fighter Squadron" to mark the contribution of £100,000 by the people of the Sudan.

From the British Communities in China a gift of £112,000 was received, and a Hurricane squadron with a good record of service (on one day alone, 16th August, 1940, it destroyed 17 Junkers 87's) has been named the "China British Squadron."

Three Spitfire squadrons now bear the title "British East India Squadron" in recognition of the gift of £400,000 for aircraft received from the British East Indies. Two of these squadrons had between them up to 7th July destroyed over 150 enemy aircraft.

Six fighter squadrons have been named by the Air Ministry after various parts of India in recognition of gifts for aircraft. The Madras Presidency has subscribed £675,000 through the Madras Governor's War Fund, and three squadrons equipped respectively with Spitfires, Hurricanes and Defiants, will perpetuate this fine contribution. The Punjab has given £120,000, and its name squadron is one of Hurricanes with a fine history. The United Provinces have subscribed £160,000 and they, too, will be represented by a Hurricane squadron of historic interest dating from the last war. Bombay, which has subscribed £100,000, has given its name to a newly-formed squadron of Spitfires.

EMPIRE TRAINING SCHEME.—Some details of the progress of the Empire Air Training Scheme were given by Mr. C. G. Power, the Canadian Air Minister, on his arrival in London on 1st July. He had flown the Atlantic in an American Consolidated Liberator four-engined bomber being delivered for R.A.F. service.

Mr. Power said the scheme is due to expire on 31st March, 1943, but if the War should continue to that date there is no question of ending the scheme, and it was necessary to make plans well ahead so that the necessary aircraft could be ordered.

The scheme in Canada would be in complete working by the middle of September, eight months ahead of schedule. About 80 per cent. of the original plan was at the moment in operation, and all schools would be working by September.

It had been found necessary to increase the number beyond the 115 originally provided for. More initial training schools were being opened, and many existing establishments enlarged. Of the total of eighty-five aerodromes provided for by the scheme, about seventy were working at full pressure.

Delivery of training craft was satisfactory. In spite of bombing, Britain had been able to keep up supplies magnificently. The output of pilots and air crews was well up to expectations. Not only had the scheme a reserve of recruits in hand, but there were further reserves which could be called upon for some time ahead. Between 7 and 10 per cent. of the volunteers being trained in Canada were Americans, and many United States ex-civil pilots were being employed as instructors. The intake of French Canadians had not been affected by the Vichy surrender, nor was there any sign of ill-feeling or divided loyalty on that account.

AUSTRALIA

The Australian Government decided in May to establish a fighter squadron to take part in the defence of the United Kingdom, manned by Australian air crews and ground staffs. It will be trained under the Empire scheme and equipped with Spitfires. In announcing the decision, Mr. McEwen, the Minister for Air, said that the progress of the Empire scheme beyond the original conception had made the plan possible. Originally it was proposed that Australia should provide

only air crews for the Empire Air Force, as it was believed that training obligations, combined with the shortage of experienced ground staffs, would necessitate the retention of all ground staffs in Australia, but owing to the splendid response of recruits and the removal of training difficulties, the Government could now provide a large percentage of ground staffs for squadrons overseas.

Mr. McEwen added that the Government did not intend at present to build new types of aircraft, but aimed at increasing the power and speed of the Wirraways and Beauforts and at giving them bigger bomb loads.

The first experimental Beaufort bomber, assembled at the Aircraft Commission's workshops from components imported from the United Kingdom, took its first flight at the beginning of May. Originally designed to contain a Bristol "Taurus" engine, the machine was re-designed to incorporate the American Pratt-Whitney twin-row "Wasp" engine.

On 8th July, speaking at a meeting connected with the poultry farmers' fund to raise £A.10,000 to purchase aircraft for the R.A.A.F., Mr. McEwen said that expenditure on the R.A.A.F. in the current financial year would exceed £A.1,000,000 a week. Including reservists, the Force numbered nearly 60,000, and the number serving in the Navy, the Air Force, and in the Home Defence exceeded 300,000.

An Air Cadet Corps is being formed which will provide a valuable pool of recruits. When fully operating it will comprise 78 squadrons containing 16,000 boys under 16.

Mr. McEwen announced on 3rd July that two R.A.A.F. ambulances had arrived in the Middle East for the swift transport of A.I.F. casualties to base hospitals.

A school has been organized for the training of personnel to operate the new devices for the radiolocation of air raiders. The device is now being made in Australia, and Australian scientists have contributed appreciably towards its evolution. It will greatly relieve coastal patrols, one alone of which has flown more than 2,000,000 miles since the war began. Many thousands of gallons of petrol will also be saved annually.

CANADA

Group Captain E. L. MacLeod arrived in England in May to take up his appointment as Senior Air Staff Officer at Royal Canadian Air Force Overseas Headquarters, in succession to Group Captain A. P. Campbell. He was formerly Deputy Air Member for Personnel at R.C.A.F. Headquarters, Ottawa.

On his arrival in London on 1st July, Mr. Power, Canadian Air Minister, said that a number of R.C.A.F. squadrons were now being formed from graduates of the Empire Air Training Scheme, but these would by no means absorb all the Canadians being trained.

An Air Cadet League of Canada, corresponding to the Air Training Corps in this country, with Air Marshal W. A. Bishop, V.C., D.S.O., M.C., D.F.C., as President, had been formed.

On the question of Canadian help for radiolocation, Mr. Power said that the supply of skilled radio technicians in the Dominion was soon swallowed up, but volunteers were now being trained at universities. In ten days they obtained 2,500 volunteers for training—all that they required at present—and most of them came from the universities.

The first Canadian bomber squadron has been formed in Great Britain, manned by Canadians who are in the R.A.F. and others belonging to the Royal Canadian

Air Force who have been trained under the Empire training scheme. The squadron is led by a Wing Commander, D.F.C., who left his home in Fort Pelly, Saskatchewan, six years ago to join the R.A.F.

No. 1 Royal Canadian Air Force Fighter Squadron celebrated on 20th June the anniversary of its arrival in Britain. During the year it had accounted for over 50 enemy machines. The squadron did not go into action, on its own Canadian-built Hurricanes, until 24th August, 1940. On 15th September, when 185 enemy aircraft were destroyed over Britain, it accounted for 14. It is commanded by Squadron Leader E. A. McNab.

The new R.C.A.F. hospital at Gander Lake, Newfoundland, has been named the Sir Frederick Banting Hospital in honour of the famous Canadian scientist and co-discoverer of insulin. Sir Frederick visited the Gander Lake hospital shortly before he was killed in a flying accident last February.

NEW ZEALAND

The first New Zealand Fighter Squadron to be formed in England under the Empire Air Training Scheme completed its operational training in May. It is equipped with Spitfires bought by funds publicly subscribed in New Zealand.

With the exception of the squadron commander and the two flight commanders, who were in the R.A.F. before the War, the pilots all belong to the R.N.Z.A.F. Their average age is 22, although one of the sergeant pilots is a "veteran" of 30. The squadron commander, a native of Dannevirke, and educated at Wanganui Collegiate School, worked his passage to England in 1935 to join the R.A.F. The two flight commanders come from Takapuna and Timaru, and joined the R.A.F. in 1937.

FIJI

The first men to travel to England from Fiji under the Overseas Recruiting Scheme to join the R.A.F. arrived in England at the beginning of June. Two were Scotsmen from Stirling who had gone to Fiji before the war; the third was a native-born Fijian who traces his descent from the former kings of Fiji and has been educated for three years at Wanganui College, New Zealand.

RHODESIA

A Rhodesian Squadron has been formed in the Fighter Command. The first Rhodesian to join was the Adjutant, a veteran of the last war and former district officer in Rhodesia, who on the outbreak of the present war was living in retirement in Devonshire. Two of the pilot officers were colleagues in the employ of a mining engineering company at Mufulira, on the copper belt in Northern Rhodesia. They left for England to join the R.A.F. within 24 hours of Mr. Chamberlain's announcement that England was at war.

FOREIGN

NORWAY

The Norwegian naval and military Air Services are henceforth constituted as a single unit instead of operating separately. This joint Air Force is to be commanded by the famous Arctic explorer and aviator Captain Riiser-Larsen. Personnel for this force are being trained in Canada.

A new R.A.F. Hurricane Squadron, manned entirely by Norwegian personnel, is now named "Norwegian Fighter Squadron." This is the second Norwegian Squadron in the Royal Air Force. The first is a squadron of American-built Northrop float planes.

Norwegians in London started a "Spitfire Fund" last year, known as the "Norsk Jagerfond," aimed at a total of £100,000. Already £75,000 has been collected from Norwegians all over the world, including substantial gifts from America. The rest of the money has already been promised.

POLAND

General Sikorski, Prime Minister and Commander-in-Chief of the Polish Forces, recently presented battle colours to the Polish squadrons forming part of the Royal Air Force, just a year after the formation of the first of these. The flag has been given into the custody of the senior squadron at one of the Polish bomber stations. The ceremony was attended by many senior British Air Officers, including the Chief of the Air Staff.

General Sikorski decorated a number of Polish airmen at the same time.

A recent Air Ministry Order decreed that Polish personnel serving with the R.A.F., or a unit of the Polish Air Force attached to an R.A.F. station are subject to R.A.F. discipline and law. This was decided on by arrangement with the Polish authorities.

The Chief of the Polish Air Force is Air Vice-Marshal Ujejski.

SPAIN

It is reported in *The Aeroplane* that a single limited company has been formed in Spain to take over the production of bomber and transport aeroplanes. It is financed by State and private capital. Although the Board of Directors is to be Spanish, at the request of the Minister for Air appointments can be made of "persons of recognised technical capacity both to represent foreign capital and for directive functions." The State will be represented by three Directors appointed by the Minister for Air and one by the Minister of Finance.

REVIEWS OF BOOKS

GENERAL

The Invasion of Britain. By Admiral Sir Herbert W. Richmond, K.C.B., D.C.L. (Methuen & Co.) 2s. 6d.

This small volume, published under the auspices of the Historical Association, gives brief accounts of the principal projects for and attempts at the invasion of Great Britain and Ireland from Elizabethan times to the war of 1914-18.

It leaves with the reader a few broad impressions; firstly, that these islands have, in the past, only been seriously threatened by hostile armies when our Navy has been neglected; secondly, that with the passing of time the size of the forces which would-be invaders proposed to use continually increased; and thirdly, that when invasion of our shores was frustrated, those forces were wont to be diverted to attack neighbours who could be reached by land: so it was after Trafalgar when Napoleon, defeated at sea, turned on Austria; so it has happened when Hitler, defeated in the air battle for Britain, has used his armies to strike in the Balkans, and now at Russia.

The author scarcely touches on the present war; yet it would be most dangerous to confine our studies to the history of invasions in the past when seeking to estimate our liabilities to-day. Rather should we be guided by the lessons of Crete, and the limitations of sea power in conflict with air power which they teach, and not dwell over much on our immunity from invasion which sea power previously secured for us. We must take into account that troops, equipment and supplies can now be transported by air to an extent which has only recently been realized, and that the fleet can do little or nothing to prevent invasion by that means.

To say this, is not to imply that the Navy is no longer an indispensable bulwark; but a study of our liability to invasion from overseas can hardly prove profitable unless it links the colourful records of the past with a lively appreciation of the drab realities of the present. It cannot be said that this pocket history greatly helps in that respect, but doubtless the distinguished author would say that the perspective is still too short to deal with this war and its story has yet to be finished.

It's Gone for Good. By John Baker White. (Vacher & Sons.) 3s. 6d.

The author of this friendly and readable autobiography covers the period from his birth in 1902 to the beginning of the present year. It is a story of unusually varied experiences for a man still on the right side of forty. Some eighteen months genuine work on a Sussex farm; six months interlude in a travelling circus; a considerable time spent doing intelligence work at home and on the Continent; settling down in England in 1934 and joining the Territorial Army as an enthusiast because he was "convinced that a menace to peace had arisen in Europe in the shape of the Nazi regime coupled up with the General staff."

The writer gives an interesting description of his life in the early months of this war when—no longer an amateur, but now a professional soldier—he was commanding a company in a battalion of the London Rifle Brigade training in southern England. Good reading, too, is the chapter on the *blitz* days and nights in London during the autumn of 1940. And perhaps best of all is the penultimate chapter containing short pen-pictures of incidents and reactions to the War.

In spite of its somewhat mournful title, this is a cheerful and interesting book.

NAVAL

Action Stations. The Royal Navy at War. By Rear-Admiral H. G. Thursfield. (A. & C. Black.) 7s. 6d.

This book gives an account of the many branches of the Royal Navy and summarizes its activities and achievements in the present war. There are 75 photographic illustrations, all beautifully reproduced. The author prefaces each group of photographs with a description of the work of the craft illustrated—destroyers, the little ships, the big ships, submarines, the Fleet Air Arm.

The illustrations and text combine to present a graphic and impressive picture of the Royal Navy of to-day.

MILITARY

Engines of War. The Mechanised Army in Action. (A. & C. Black.) 7s. 6d.

A companion volume to "Action Stations," this well-produced little book gives a brief but wonderfully complete picture of the British Army of to-day, and should be in the hands of all members of the general public who wish to have some up-to-date knowledge of the modern military machine.

In his Foreword the Chief of the Imperial General Staff welcomes "the appearance of this book because it may serve to make the Army better known and obtain for it a greater understanding."

The 75 excellent illustrations are the work of official Army photographers and others in France, at home and in the Near East.

A royalty is given to the Sailors', Soldiers' and Airmen's Families Association on every copy of the book sold.

Talks to Future Officers. By Lieut.-Colonel Donald Portway, R.E. (W. Heffer & Sons, Ltd.) 2s. 6d.

This collection of short and readable essays was originally prepared as a series of lectures intended for Cadets resident at Cambridge who were destined for the Royal Engineers. No technical details are included, however, and young officers of other branches of the Army will find in this little book much that is of profit and value.

REGIMENTAL HISTORY

The History of the 3rd Battalion, 7th Rajput Regiment (Duke of Connaught's Own). By H. G. Rawlinson, C.I.E. (Humphrey Milford.) English price, 42s.

A notable addition to the list of published regimental histories is presented in this well-written and well-produced account of one of the oldest and best-known units of the Indian Army. The story of the regiment, under its various designations, is told from its formation in 1778 up to the year 1939. The battalion played its part in all the hard-fought battles of the Sikh War of 1845-46; it remained faithful during the Mutiny of the Bengal Army in 1857; it formed part of the Indian contingent sent to Egypt in 1882; it went to China in 1900 and had the distinction of being the first unit to enter the British Legation at the Relief of Peking.

In the Great War of 1914-18 the battalion served in Mesopotamia as part of the 6th Indian Division, with which it shared the misfortune of being captured at Kut. There is a good description of a "regrettable incident" near Ahwaz

(South-West Persia) on 3rd March, 1915, where the situation was largely retrieved by the steadiness of the 7th Rajputs, who suffered heavy casualties. The battalion, in common with the rest of the 6th Division, suffered severely at the Battle of Ctesiphon.

There is an interesting Appendix: "Mainly about Uniforms," as well as a number of good illustrations.

AIR

British Fighter Planes. By C. G. Grey. (Faber & Faber.) 5s.

This is a small book of less than 200 pages, written in popular style and not overladen with technicalities. It is divided into six parts. The first summarizes briefly the history of the fighter aeroplane from its inception to the present day. The second part deals with armament and armour, and includes a chapter on night fighting. The third recounts the pedigrees of British fighting aeroplanes. Part IV is concerned with aero-motors; Part V with specifications of the fighters and their motors; and Part VI with American fighters.

There are a number of good photographs and drawings which add considerably to the interest and value of the volume.

ADDITIONS TO THE LIBRARY

GENERAL

- THE ART OF CAMOUFLAGE. By Lieut.-Colonel C. H. R. Chesney. 8vo. (R. Hale, Ltd.) 8s. 6d. Presented.
- THE BRITISH CONTRIBUTION—SOME IDEAS AND INVENTIONS THAT HAVE HELPED HUMANITY. By Donald Cowie. 8vo. (G. Allen & Unwin.) 5s. Presented.
- A PROPHET AT HOME. By Douglas Reed. 8vo. (Jonathan Cape.) 10s. 6d.
- THE NATURE OF MODERN WARFARE. By Cyril Falls. 8vo. (Methuen & Co.) 4s. Presented.
- AMPHIBIOUS WARFARE IN BRITISH HISTORY. By Admiral Sir H. Richmond. Historical Association Pamphlet No. 119. 1s.
- THE FIFTH QUARTER, SEPTEMBER 30TH—DECEMBER 31ST, 1940, ALSO INCLUDING THE FALL OF BARDIA. By P. Graves. 8vo. (Hutchinson & Co.) 9s. 6d.
- THE CURRENT OF WAR. By Liddell Hart. 8vo. (Hutchinson & Co.) 12s. 6d.
- EUROPEAN SPRING. By Clare Boothe. 8vo. (Hamish Hamilton.) 10s. 6d.
- OIL AND THE WAR. By E. M. Friedwald. 8vo. (W. Heinemann.) 3s. 6d.
- THE TRAGEDY OF EUROPE. By Sir John Marriott. 8vo. (Blackie & Sons, Ltd.) 8s. 6d.
- KING GEORGE V—A PERSONAL MEMOIR. By John Gore. 8vo. (John Murray.) 18s.
- UNION NOW WITH BRITAIN. By C. K. Streit. 8vo. (Jonathan Cape.) 7s. 6d.
- I WAS ONE OF THEM. By Zygmunt Litynski. Translated from the French by Anna Maclaren. 8vo. (Jonathan Cape.) 10s. 6d.
- REVIEW OF WORLD AFFAIRS. Vols. I and II. By Kenneth de Courcy. 8vo. (Imperial Policy Group.)
- IT'S GONE FOR GOOD. By J. B. White. 8vo. (Vacher & Sons, Ltd.) 3s. 6d. Presented.
- THE INVASION OF BRITAIN. By Admiral Sir H. Richmond. 8vo. (Methuen & Co.) 2s. 6d. Presented.

NAVAL

- ACTION STATIONS—THE ROYAL NAVY AT WAR. By Rear-Admiral H. G. Thursfield. Cr. 8vo. (A. and C. Black.) 7s. 6d. Presented.
- TOWARD A NEW ORDER OF SEA POWER—AMERICAN NAVAL POLICY AND THE WORLD SCENE, 1918-1922. By H. and M. Sprout. Cr. 8vo. (Oxford University Press.) 22s. 6d. Presented.

MILITARY

- SOME ELEMENTARY NOTES ON MILITARY LAW AND PROCEDURE. By Captain P. M. C. Hayman. 8vo. (Cheltenham Press, Ltd.) 2s. Presented by the Author.
- TALKS TO FUTURE OFFICERS. By Lieut.-Col. D. Portway. 8vo. (Heffer, Cambridge.) 2s. 6d. Presented.

A CONVENTION BETWEEN HIS BRITANNIC MAJESTY AND HIS SERENE HIGHNESS THE PRINCE OF ORANGE FOR RECEIVING THE DUTCH TROOPS INTO HIS MAJESTY'S SERVICE. Pamphlet printed by A. Strahan, London. Presented by the British Records Association.

RETURN VIA DUNKIRK. By Gun Buster. 8vo. (Hodder & Stoughton.) 5s.

ENGINES OF WAR: THE MECHANISED ARMY IN ACTION. Produced in collaboration with the War Office. Cr. 8vo. (A. & C. Black.) 7s. 6d. Presented.

REGIMENTAL HISTORIES

THE HISTORY OF THE 3RD BATTALION 7TH RAJPUT REGIMENT (DUKE OF CONNAUGHT'S OWN). By H. G. Rawlinson. Cr. 8vo. (Oxford University Press.) 42s. Presented.

AIR

AIR STRATEGY. By Captain N. Macmillan. 8vo. (Hutchinson & Co.) 2s. 6d.

BRITISH FIGHTER PLANES. By C. G. Grey. 8vo. (Faber & Faber, Ltd.) 5s. Presented.

THE BATTLE OF BRITAIN, 1940. By J. M. Spaight. 8vo. (Geoffrey Bles.) 10s. 6d.

NAVAL

MILITARY

NEW BOOKS

OF INTEREST TO THE SERVICES

All the leading publishers have been invited to enable this feature to be of real service to the readers of the JOURNAL by contributing a list of all books published by them which are likely to be of interest to Service readers.

Much help has been given, as will be seen by the following list of books, and if not in any sense a complete list it does contain all the books brought to our knowledge by publishers, while the list of best sellers at the present time should be very helpful.

Routledge are publishing "POLITICS OF VICTORY" (5s.), "THE NETHERLANDS WARFARE" (2s. 6d.), each of which appear to be above average interest.

Chatto and Windus are represented by a worthy book, "WAR IN THE AIR" (7s. 6d.). A. & C. Black's two books will be found in our review pages.

Iliffe Press and Temple Press both publish Identification Books or Charts of all Aircraft now to be observed in the sky at prices to suit all pockets; while their weekly periodicals are indispensable to all interested in Aeronautics. Seeley Service issue a book showing ranks and uniforms of the German forces (8s. 6d.); while Funk & Wagnalls are publishing an important book which merits a review which will appear in the next issue of the JOURNAL. It is "SAFETY IN FLIGHT." Macmillan have published "NEVER MIND MR. LONN" (7s. 6d.), the story of an English Internment Camp, and "HITLER'S GERMAN" by Karl Loewenstein (7s. 6d.); also "OBSERVATION IN RUSSIA" (5s.).

The titles fully indicate the scope of the books. Lindsay Drummond have issued two books which are in the list of best sellers, and "WINGS OF VICTORY," by Ivor Halstead (6s.), is an inspiring tribute to the R.A.F., while "HITLER'S WAR MACHINE," by Wilhelm Necker (12s. 6d.), is a complete account of the German army.

Murray have a "BRITAIN AT WAR" Series which contains six interesting titles, each at 6s., while "SMALL ARMS MANUAL" (2s.) is most useful to all branches of the Services; and Quentin Reynolds "BRITAIN CAN TAKE IT" (1s.) will surely command a record sale.

Robert Hale have some books likely to make a definite appeal and include "THE AEROPLANE OF TO-MORROW" (12s. 6d.), "DEFENCE AGAINST THE NIGHT BOMBER" (2s. 6d.), "ART OF CAMOUFLAGING" (8s. 6d.), and "STORY OF THE WINGED S." (12s. 6d.), by the builder of the giant clippers.

Eyre & Spottiswoode are responsible for "SO FEW," by David Masters, a vivid and authentic account of the immortal deeds of the R.A.F. (6s. net); "GALLIPOLI," by Admiral of the Fleet Sir Roger Keyes, a reprint of part of the author's Memories with

America Chooses!

GORDON BECKLES has arranged President Roosevelt's important speeches during the past year, adding a running commentary to show the background of events in U.S. month by month, and how the swing-over in public opinion to Britain's side actually happened. 5/- net.

Behind the Nazi Front

JOHN McCUTCHEON RALEIGH, "Chicago Tribune" correspondent with the German Army, records his experiences in wartime Berlin, Poland and Czecho-Slovakia. Foreword by F. A. VOIGT. 10/6 net.

HARRAP BOOKS

FRANCIS EDWARDS LTD.

keep a good stock of second-hand NAVAL & MILITARY BOOKS, also TRAVELS & GENERAL LITERATURE.

Catalogues sent post free on application.

83 MARYLEBONE HIGH STREET, LONDON, W.1.

ENGINES OF WAR

THE MECHANISED ARMY IN ACTION

Written and produced in collaboration with the War Office. Foreword by the C.I.G.S. 75 remarkable illustrations, from giant tanks to motor-cycles. 7s. 6d.

ADAM & CHARLES BLACK

an introduction applying the lessons of Gallipoli to the present war; "THE V-PLAN," by Graham Seton (Lt.-Colonel G. S. Hutchison, D.S.O., M.C. (author of "The W-Plan": A realistic story of the present war (9s. net).

Longman's Scientific List gives particulars of many books of great value, including "THEORETICAL NAVAL ARCHITECTURE" (18s. 6d.) and "NAVAL ARCHITECTURE," by T. H. Watson (15s.).

Harrap's List is above ordinary interest and their advertisement is worthy of study.

Victor Gollancz seem to be competing for the support of the Services.

An important book is "INSIDE CHINA": China's Struggle with the Dictators, by O. M. Green. Foreword by H.E. The Chinese Ambassador. (Hutchinson, 16s. net.) With 12 Illustrations.

Hodder & Stoughton publish "BATTLE DRESS" (5s. net). Wherever tales of the war against Hitler are told, this book will be remembered. You will all have listened in to Dorothy Thompson, Harry Hopkins, Quentin Reynolds, but hear what Lawrence Hunt has to say in "AN AMERICAN SPEAKS" (5s. net).

20 Years in Thailand is the theme of "GREEN PRISON," by Leigh Williams (Herbert Jenkins, 12s. 6d. net). Illustrated.

Read "OCCUPIED TERRITORY" if you want a clear picture of life under German occupation. (Cresset, 8s. 6d. net).

Harrap publishes Prisoner of the Nazis "CAPTURED," by Bessy Myers (8s. 6d. net). The English girl ambulance-driver's account of her experiences as a prisoner of war.

Crowther publishes A Gem of Photographic Art: "OUR SCEPTRED ISLE," arranged by Bey Royle (5s.). These poems are illustrated with an oil painting by S. C. Royle, and beautifully tinted marine, aerial and scenic pictures approved by the M.O.I.

Here are the men who turn Hitler's brainstorms into realities, "CESARS IN GOOSE-STEP," by William D. Bayles (Jarrolds, London, 12s. 6d.). Illustrated.

Gollancz books include "RUSSIA AND OURSELVES," by Victor Gollancz (2s. 6d.). "LIONESS OF THE SEAS," by George Johnston (10s. 6d.). Exploits of Sidney, which sank Bartolomeo Colleoni. Oran, Calabria, Spada, Tarranto, Matapan, make it the story of the Battle of Mediterranean.

"FIGHTER COMMAND," by A. B. Austin (8s. 6d.). Full story of R.A.F. Command which saved Britain, "WOMEN AND CHILDREN LAST," by Hilde Marchant (6s.). Account of Battle of Britain. Bernard Newman's war-autobiography "ONE MAN'S YEAR" (9s.), and J. L. Hodson's "TOWARDS THE MORNING"—second instalment of war-diary (8s. 6d.), tell their own stories.

A new Faber book is "TOTAL VICTORY," by Commander Stephen King-Hall (7s. 6d.). The meaning of total victory and how to achieve it, with proposals for a comprehensive strategy for war and peace.

"THUS SPAKE GERMANY." Edited by W. W. Coole and M. F. Potter (pseudonyms). Foreword by Lord Vansittart. (Routledge, 10s. 6d. net).

If you fly—or hope to fly—you want

SAFETY IN FLIGHT

a new book by **ASSEN JORDANOFF**

It deals with the practical application of our weather knowledge—the meaning of clouds—how information

16/6

about the upper air is obtained and used—how safety can be assured in adverse weather. Profusely illustrated with over 500 drawings and photographs, including many photo diagrams of actual instruments, the book covers the use of radio, engine and engine design, props, plugs, aircraft design of to-day and its trend, etc., etc. The author is well known in the aviation world as an authority on all aspects of aircraft and flying. His easy fluent style enables the reader to grasp the subject at once. It is a book all air-minded folk should possess.

To Messrs. **FUNK & WAGNALLS CO.**,
17, Farringdon Street, London, E.C.4.

Dear Sirs,—Please send me on Three Days' FREE Approval "Safety in Flight." If I decide to retain it I will forward you one-third the amount immediately and the balance in equal monthly instalments. Otherwise I agree to return the book to you within three days.

NAME

ADDRESS

PITMAN'S for Aeronautical Books

Pitman's publish the biggest list of aeronautical books in the world! Their aeronautical catalogue contains details of 87 books! Send for a copy, post free, from 39, Parker Street, W.C.2.

ELEMENTARY	THEORY	MARINE	AIRCRAFT
NAVIGATION	GROUND STAFF	AIR TRANSPORT	AERO ENGINES
GROUND STAFF	DUTIES	RADIO	STRATOSPHERE
AERONAUTICAL	ENGINEERING	FLIGHT	DRAUGHTS-
DESIGN AND	CONSTRUCTION	MANSHIP	



REMEMBER
Two Sockles No.83

quality when you want a
good pair of socks.

FROM ALL HOBIERS

Coloured Frontispieces

Copies of many of the Coloured Frontispieces published in the R.U.S.I. Journal, on art paper suitable for framing, can be supplied, price 6d. post free. Apply to Secretary.

Hugh Rees, Ltd., the well-known firm of military booksellers, have submitted the following list of books, which are of outstanding interest at the present time to Service readers. They include in the list all the best sellers:—"ENGINES OF WAR" (7s. 6d.). Produced in Collaboration with the War Office. "ACTION STATIONS" (7s. 6d.). Rear-Admiral H. G. Thursfield. "THUS SPAKE GERMANY" (10s. 6d.). Ed. Coole & Potter. "ALLENBY" (18s.). General Sir A. Wayell. "HITLER'S WAR MACHINE" (12s. 6d.). W. Necker. "THE AMERICAN SPEECHES" (7s. 6d.). Lord Lothian. "MIDDLE EAST" (8s. 6d.). H. V. Morton. "TOTAL VICTORY" (7s. 6d.). Stephen King-Hall. "THE NINE DAYS' WONDER" (3s. 6d.). J. Masfield. "RETURN VIA DUNKIRK" (5s.). Gun Buster. "THE NATURE OF MODERN WARFARE" (4s.). Captain C. Falls. "TALKS ON LEADERSHIP" (18s.). Basilisk. "ENGLISH-GERMAN, GERMAN-ENGLISH MILITARY DICTIONARY" (7s. 6d.). L. von Carstenn. "FIELD CRAFT, SNIPING AND INTELLIGENCE" (6s.). Major N. A. D. Armstrong. "THE WHITE CLIFFS" (2s. 6d.). Alice Duer Miller. "THE INVASION OF BRITAIN" (2. 6d.). Admiral Sir H. W. Richmond. "SEA POWER" (8s. 6d.). T. 124. "THE ART OF CAMOUFLAGE" (8s. 6d.). Lt.-Col. C. H. R. Chesney, D.S.O. "FLIGHT WITHOUT FORMULÆ" (6s.). A. C. Kermode. "R.A.F. OCCASIONS" (8s. 6d.). H. G. "ENGLAND IS MY VILLAGE" (6s.). J. L. Rhys. "BRITISH FIGHTER PLANES" (5s.). C. G. Grey. "THE BATTLE OF THE SEAS" (3s. 6d.). Sir A. Hurd. "BRITISH STRATEGY—MILITARY AND ECONOMIC" (3s. 6d.). Admiral Sir H. Richmond. "THE DIARY OF A STAFF OFFICER" (Air Intelligence Liaison Officer) (4s.). "NORWAY, NEUTRAL AND INVADDED" (7s. 6d.). Halvdan Koht.

Harrap's have just published a useful ENGLISH-GERMAN GERMAN-ENGLISH MILITARY DICTIONARY (7s. 6d.). Special attention has been paid to the technical terms employed by the Navy and Air Force, and military sporting terms and soldiers' slang are also included. The illustrations in the appendix are most informative.

Nelson's books for the troops include a series of Discussion Books. Not just opinions, but facts! It is vitally necessary that all Service men should understand the many social problems of the day, so that after the war they may be able to take their full part in the great work of reconstruction. Nelson Discussion Books bring to the ordinary reader short but authoritative surveys of current topics—home and foreign politics, economics, finance, psychology and the arts. Each book is the work of an expert. Each 2s. 6d. net. "MEDITERRANEAN PROBLEMS, by W. Gordon East, M.A.; "ECONOMICS FOR DEMOCRATS," by Geoffrey Crowther; "TOWN AND COUNTRY TO-MORROW," by Geoffrey Bounphrey; "EARNING AND SPENDING," by William Morris; "THE

"THE V-PLAN"

by GRAHAM SETON

(Author of "The W-Plan") (9s. net)

A magnificent story of espionage and adventure in the present war.

"SO FEW"

(The Immortal Deeds of the R.A.F.)

by DAVID MASTERS (6s. net)

The author has been given special facilities in the collection of material.

EYRE & SPOTTISWOODE

(PUBLISHERS), LTD.,

15, BEDFORD STREET, W.C.2.

— BOOKS —

Hugh Rees Ltd.

Military, Naval and
General Booksellers,
Stationers & Publishers

47 PAUL MALL, S.W.1

Hitler's War Machine and the Invasion of Britain

by DR. W. NECKER 12s. 6d.

"A valuable analysis of the organization and training of the German Army . . . The author's forecast of the probable lines of an Invasion attempt is of great interest."

Manchester Guardian

"Serving Officers will find much in Dr. Necker's book to amplify their knowledge" *Brig.-General Charteris*

LINDSAY DRUMMOND

6, Buckingham Street, W.C.2

FOYLES

BOOKSELLERS TO THE WORLD
QUICK AND EFFICIENT POSTAL SERVICE

New and secondhand Books on every subject. Special department
for Naval and Military Books. Stock of nearly three million volumes.

113-125, CHARING CROSS ROAD, LONDON, W.C.2

Telephone: Gerrard 5660 (16 lines)

GEOGRAPHY BEHIND HISTORY," by W. G. East; "THE NEW FARMING," by D. H. Robinson, are some of the titles. Write for sixty now available. The Teaching of Languages: Basis and Essential Books. To-day Service men who can speak foreign languages start at a great advantage. This brilliant series edited by Charles Duff offers an unparalleled short cut to mastering other languages. Each book presents all that is necessary of each language to express the most frequently recurring ideas, covering almost every exigency of life. FRENCH, GERMAN, SPANISH and ITALIAN (each 3s. 6d.); RUSSIAN (5s.). Accompanying Readers: French and Spanish (each 2s. 6d.), German (3s.), Russian (4s.). The War at a Glance: "HORRABIN'S ATLAS — HISTORY OF THE SECOND GREAT WAR." Graphic line and staccato prose by "the man who makes maps speak." Here is the progress of the War simply yet vividly told in maps, diagrams, and terse text. A clear record of the war, on land, at sea and in the air. Vol. 4, January, 1941—July, 1941, covering the most exciting period of the war to date—North African, Battle of Britain and of the Atlantic, Greece, Crete, Syria, etc. 3s. 6d. net. "DICTATORS," by J. D. Chambers (4s. net). This timely and illuminating study of Dictators past and present deserves the widest possible reading. Dr. Chambers analyses the careers and characters of famous Dictators of the past, and isolates certain factors common to all. He applies the same reasoning to the present-day Dictators of Europe and draws certain significant conclusions.

"ECONOMIC WARFARE: 1939-40" (7s. 6d. net). Dr. Einzig has brought completely up to date details of economic warfare in the course of 1940. This is an outstanding book in this highly important field.

Macmillan War Pamphlets (3d. each) are short books, approximately 32 pages in length, by distinguished authors and prominent men, on aspects of the war of interest and importance to every thinking man. "OPEN LETTER OF AN OPTIMIST," Hugh Walpole, and "THE MYSTERIOUS ENGLISH," Dorothy L. Sayers, are well worth reading. Hutchinson's have issued "RED TAPE NOTWITHSTANDING," by Yvonne Macdonald (12s. 6d.). "A report of historical events and a record of personal experiences."

'NOW & THEN'

is light, bright and informative about books and authors. If you wish to receive it regularly, free of charge, send your name and address to the publishers

JONATHAN CAPE
30 BEDFORD SQUARE W.C.1.

George G. Harrap & Sons, Ltd., have followed up their great book on *Allenby* by General Wavell with Eric Baume's "I LIVED THESE YEARS" (10s. 6d.). Also H. Van Loon's "INVASION" (5s. net). An imaginative account of a Nazi invasion of America. The house of Constable have published "DUSK TO DAWN," Letters by a Warden (7s. 6d.). "The book should be enormously appreciated as a testimony to the calmness and courage, the philosophy as well as the pluck of the ordinary civilised Englishman." And "ENGLAND WAS AN ISLAND ONCE," by Elswyth Thane (7s. 6d.). "Miss Thane brings us an account of two visits to England, one during the Munich crisis, the other at the declaration of war, both stored with historical facts." Also "LONDON FRONT" (12s.). Letters to American friends from H. M. Harwood and F. Tennyson Jesse, with replies from Alexander Woolcott, S. N. Behrman, and others.

Two interesting books by Hodder & Stoughton are "SOUTH AFRICA FIGHTS," by J. S. M. Simpson (7s. 6d. net), and "CARRY ON LONDON," by Ritchie Calder (5s. net).

"FREDERICK THE GREAT," by Pierre Gaxotte (15s.). A King of Prussia who could scarcely speak German, who gave his generals orders in French to attack France, who built up the Prussian Army after being court-martialled for desertion—such was Frederick II.

o
e
l
n
n
,
n
y
Y
s.
re
o
ve
k
y





LLEWELLYN RYLAND LIMITED
BIRMINGHAM, ENGLAND

DIVING APPARATUS

of every description

DAVIS SUBMARINE ESCAPE APPARATUS

SUBMERSIBLE DECOMPRESSION CHAMBERS

BREATHING APPARATUS

of all types for use in poisonous atmospheres

GAS MASKS

For Naval, Military, Civilian and Industrial purposes

OXYGEN RESUSCITATING APPARATUS

for the apparently drowned or asphyxiated

OXYGEN APPARATUS FOR AIRMEN

flying at great altitudes

HALDANE-DAVIS HIGH ALTITUDE APPARATUS

used by Flight-Lieutenant Swain in high altitude record

OXYGEN APPARATUS

as used by Mount Everest Climbers

SIEBE, GORMAN & CO., Ltd.

187 WESTMINSTER BRIDGE ROAD, LONDON, S.E.1

Telegrams : "Siebe, Lamb, London."

Telephone : WATerloo 6071 (3 lines)

The "NEWTON" Range of Optical Projection Equipment

Includes

FILM STRIPS and LANTERN SLIDES of many subjects, including AIRCRAFT IDENTIFICATION and OFFICIAL PHOTOGRAPHS by arrangement with the MINISTRY of INFORMATION.

OPTICAL LANTERNS for slides, film slides and film strips, EPIDIASCOPES, PROJECTION MICROSCOPES, etc.

For catalogues and full particulars:

Telephone :
WELbeck
4131
(2 Lines)

NEWTON & CO. LTD.

(Established over 200 years)

72 Wigmore Street, London, W.1

Telegrams :
"Newtobar"
Phone
London"

"The R.U.S.I. Journal" is published in February, May, August and November of each year.

Registered for Transmission to Canada by Canadian Magazine Post.

